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OPIUM AND MORPHIA IN CHINA.

REPORT OF A CHINESE OFFICIAL INVESTIGATOR.

PEKING, July 22nd.

According to the reports of Mr. Yuan Chung-chi, special Opium Investigator for Kiri province, the major portion of the opium and the morphia which is secretly sold on the markets for smoking and injection by the natives is clandestinely imported into that province via Harbin through various Japanese, Russians and Chinese. Mr. Yuan is of the opinion that unless foreigners are prohibited from engaging in this harmful and pernicious trade, it will not be possible for the Chinese authorities to suppress either the smoking of opium or the injection of morphia. One ounce of Persian or Russian opium sells for about twelve to fifteen dollars in Harbin, but when once the drug gets into the hands of the Chinese, it is generally sold at the high price of about ten dollars per ounce. The price of the Manchurian opium is only about two dollars per ounce throughout the three eastern provinces. In view of the special international position of Manchuria, there is no way for China to suppress opium and morphia without Japan's friendly co-operation. —*Asiatic News Agency.*

THE RECENT SEIZURE OF OPIUM AT CHANGSHA.

CHANGSHA, July 20th.

The Chinese authorities have confiscated the large quantity of opium discovered in the godowns of the Chinese agents of the American Singer's Company at Changsha some days ago, and they have thanked the American Consul for his co-operation in the suppression of the illegal opium trade in Hunan province. The American marines who have been posted at the American Consulate on account of threats by opium smugglers will be withdrawn, because it is not believed that these rogues can do anything really serious to the Americans, especially as General Chao, Commander-in-Chief of the Hunan army and concurrent Civil Governor, has issued stringent orders to his subordinates for the effective protection of the foreign Consuls and residents throughout the province. It is the belief of the Chinese authorities that it will help the Chinese Government and Anti-Opium Associations a great deal in their fight against the opium evil in China if the foreign Consuls in other Chinese provinces would follow the example of Mr. Adams.

FRENCH PROTEST AGAINST POLICE SEARCH.

TAIWANFU, July 21st.

Some time ago, for the purpose of searching for opium and morphia, the Chinese Police, at Shiehchiachuan railway station on the Chentai Railway, searched the rooms of the natives, servants of the French Engineer, M. Tardi, because the Chief of Police was in possession of undeniable reports that large quantities of the dangerous drug were there for the manufacture of *Chintan*. The Chinese servants of the Engineer concealed the drug and imagined that they were safe under the protection of the French flag. It is now reported that the Chinese police at Shiehchiachuan searched the native quarters of M. Tardi and seized a rather large amount of opium and other dangerous drugs for the manufacture of *Chintan*, or golden anti-opium pills, without the previous consent of the French authorities. The French Legation has protested to the Foreign Office on the ground that in accordance with Sino-French treaty stipulations, any such search by the police in any place must be made with the consent of the French authorities. The Minister demands that the police officer who was responsible for the incident shall be adequately punished and in addition that an apology shall be tendered to M. Tardi and also to the Chief Railway Engineer. Further, the French Charge d'Affaires demands that the Chinese police and other officials shall be instructed by the Peking Government to respect the property rights of the French subjects residing in the interior cities of China as granted to them by treaty.

For the purpose of suppressing the opium evil in Shansi, General Yen Hsi-shan has ordered the establishment of anti-opium hospitals throughout the province at once. Each district will have one anti-opium hospital.

"SAFETY FIRST"

RULES OF THE ROAD IN JAPAN.

The following "Rules of the Road" have been forwarded by an English resident in Japan who has copied them from the Central Police Station at Tokio. They show the rapid strides that our Allies are making in Occidental methods, and we commend them not only to the notice of the Society for the Prevention of Cruelty to Animals, but also to the management of *The Times* Motor Insurance scheme:—

- (1) At the rise of the hand of the policeman stop rapidly.
- (2) Do not pass him by or otherwise disrespect him.
- (3) When a passenger of the foot hove in sight, tootle the horn; trumpet at him melodiously at first, but if he still obstructs your passage tootle him with vigour and express by word of the mouth the warning "Hi, Hi."
- (4) Beware the wandering horse that he shall not take fright as you pass him by. Do not explode an exhaust horn at him. Go soothingly by.
- (5) Give big space to the festive dog that shall sport in the roadway.
- (6) Avoid entanglement of dog with your wheel spokes.
- (7) Go soothingly on the grease mud as there lurks the wild demon.
- (8) Press the brake of the foot as you roll round the corner to save the collapse and tie-up. —*Powch.*

MOTOR CAR PROSECUTIONS.

Three motor car cases were heard in Mr. Lindsell's court, yesterday.

The driver of motor car No. 394, owned by the Palace Garage, Kowloon, was summoned at the instance of Mr. Oxberry, proprietor of the Palace Hotel, with having caused a nuisance at 10.45, on Monday night by continuously blowing his horn.

The defendant said that he was repairing the horn.

Mr. Oxberry said that the garage was situated a few doors away from the hotel. The blowing of the horn was continuous from 10.45 to 11 p.m. He instructed an Indian constable to make representations to the defendant, but the defendant took no notice of the constable's request. When the witness went himself to the garage, the defendant was very rude to him, and told him in a sullen way that he was repairing the horn.

His Worship told the defendant that the fact that he was repairing the horn was no excuse for making a continuous noise for a quarter of an hour on end, so late at night. He would be fined \$5.

In the second case, the driver of motor car No. 54, owned by the Dragon Garage, was summoned for having disobeyed the order of an Indian constable on point duty in Garden Road, thereby colliding with and upsetting a ricksha.

Inspector Garrod said that the defendant was coming down the road at a brisk pace with head lights very bright. The Indian put up his hand for the car to stop because a ricksha was just then crossing the junction of Garden Road with Queen's Road. The defendant took no notice of the signal and turning to the left into Queen's Road, collided with the ricksha and upset it, throwing the fare and the coolie down.

The Indian constable said that he wanted to stop the car to make the defendant dim his lights and reduce the speed of his car before rounding the corner. Disregard of his signal caused the collision.

The defendant: I did not run into the ricksha. I stopped when the constable signalled and the ricksha ran into me from behind. The collision was very slight and no damage was done. If there had been any damage, surely, the fare and the coolie would be here to prosecute me.

Inspector Garrod admitted that the owner of the ricksha had said that no damage was done, but that did not excuse the defendant.

The Magistrate (to defendant): The collision was caused either by your having disobeyed orders, or you were very reckless. It is ridiculous to try and convince me that the ricksha ran into you. You are fined \$10.

In the other case, Wong Tsai, of No. 17, Hauwa Street, was charged with (1) having failed to produce his driver's licence when required to do so, (2) leaving his car unattended in Queen Victoria Street, and (3) driving an unlicensed car.

Inspector Garrod said with regard to the first and third charges, he had warned the defendant outside the Star Ferry on July 19th or 20th to have his licence, which expired on June 30th, renewed. He promised to do so, but when Sergt. Nicol saw him on the 21st and asked him for his licence, he said that he had left them at home. Sergt. Nicol looked up the books and finding that the defendant had not yet been registered for new licences, summoned him. The defendant took out new licences on July 30th, after the summons had been served on him. With regard to the second charge, the car was left unattended in a busy thoroughfare for a long time. The Magistrate imposed a fine of \$25 to cover all three charges.

DERBY WINNER'S DEATH.

TRAGIC END OF "HUMORIST."

"Humorist," who won the Derby this year for his owner, Mr. J. B. Joel, was found dead in his box last month. Some days before, while at Ascot, the horse broke a small blood-vessel, but it was not thought that anything of a serious nature would result.

It was a piece of cruel luck for Mr. Joel, for, apart from the animal's great value—he must have been worth quite £50,000, not to mention the valuable races he still might have won and the huge fees he would have brought when at the stud subsequently—he was much attached to the horse, having bred him from Mr. S. B. Joel's "Polymelus" and his own mare "Jest."

Mr. Joel visited the horse at his training quarters at Wantage and found him looking as well as ever. Next morning he saw the horse lying dead in a huge pool of blood.

"Humorist" was a beautiful chestnut colt. He appeared rather delicate, for his frame was slight, and he was rather under the average height. But no horse had a more charming temper than he, none could have been more game than he was. How he won the Derby by a neck from "Craiggan Eran" is fresh in everyone's mind. It was a great victory by a great horse.

THE OLD STYLE OF CEMENT BIFOCALS

with their disfiguring and annoying dividing line has been supplanted by a new lens with two foci called Kryptok invisible bifocal lens. The upper portion of the glass for distance and the lower for reading, ground from one single piece of glass. The Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians—the most competent optical manufacturing establishment in the Colony—located in 53, Queen's Road, Central, manufacture this kind of invisible bifocal lenses on all prescriptions in their regular or Toric forms. —*ADVT.*

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It does not rust or corrode.
It is insect & vermin proof.

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STRAW HATS FOR LADIES.

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SWATOW DRAWN WORK CO.,

14, Des Vaux Rd., Central, Phone No. 2860.

INDO-CHINA NAVIGATION CO.
SUMMONED.

MYSTERIOUS FIND OF OPIUM.

THE INFORMER TO BE QUESTIONED.

The Indo-China Steam Navigation Co., Ltd., through the General Managers, Messrs. Jardine, Matheson & Co., Ltd., were summoned, before Mr. G. N. Orme, at the Magistracy, yesterday, for allowing one of their steamers, the *Kumung*, to be used for the transportation of illicit opium.

Mr. N. L. Smith, Superintendent of Imports and Exports, prosecuted and Mr. A. H. Crew (of Messrs. Hastings & Hastings) defended.

Revenue Officer Ward said that at midday on July 7th he went on board the s.s. *Kumung* and told the chief officer that he was going to search the ship. Witness went to the fore peak to the chain locker, where he found it necessary to remove the cable out of the starboard chain locker. He reported this to the chief officer who did not seem very pleased about doing it and asked who was going to pay for the overtime. After the cable was taken out, he removed the boards at the bottom of the chain locker and found 40 bags of raw opium, three balls in each bag.

Witness then asked that the port cable should be removed and this was done. In the corresponding place, at the bottom of the chain locker, beneath the boards, he found one bag containing four balls of raw opium, one five-tail tin of prepared opium and a horn box of prepared opium. The woodwork was cut away and in a crevice was some more opium wrapped in leaves and a small jar of opium. The drug was found to be non-Government opium.

In reply to Mr. Smith the witness said it would be quite impossible to get at the place where the opium was found, unless the chain were raised. The third officer came down and he was quite surprised to see the opium there. It would be impossible to cut through to the place from below, or from the sides.

Mr. Crew: It is part of my case that the place cannot be got at without removing the chain.

The witness agreed that the whole of the chain would have to be removed and that to do so was a fairly big undertaking. The whole ship would know about it.

By Mr. Smith: The bags containing the opium were clean and dry.

Cross-examined, the witness admitted that he went there on information received, to search the chain lockers.

Mr. Crew said the Indo-China Steam Navigation Co., whose General Managers were Messrs. Jardine, Matheson, were a very well known shipping company in the

went on board with the object of searching one place and one place only. He could prove that every precaution had been taken and that the Company had done their utmost to stop smuggling.

The Magistrate said he wanted Mr. Crew to get down to the servants and crew—whether they had access to this place. He did not suppose that the Company or officers did not take all the necessary precautions, but the onus was thrown on the defence by the Ordinance to prove that none of the servants or crew were implicated.

Mr. Smith said he did not realize that the suggestion of the opium being deposited aboard the ship at Hongkong was going to be brought in. He could call Mr. Taylor to prove that the opium could not have not been lying there all that time. If the opium was put there at some time since January, the chains must have been taken out.

Mr. Crew: I don't care what Mr. Taylor says, I can prove that the chain has never been out.

Capt. F. Wheeler, marine superintendent of Messrs. Jardine, Matheson & Co., said he had been 26 years with the Company and 17 years in command of ships. He corroborated what Mr. Crew had already said about the precautions against smuggling taken by the Company. He had always found the European executive on the ships extremely zealous in their search for contraband.

Mr. Crew: Is it humanly possible to stop all smuggling?

Capt. Wheeler: Quite impossible. I have found the ingenuity of the Chinese practically inexhaustible. To thoroughly search a vessel it would be necessary to lay her up and practically strip her. I have never found revenue officers discover opium when they have no more information than the ship's executive; nor have I known a single case of the master or officers being implicated in smuggling.

The Magistrate told Mr. Smith he would like to know what his case was, if it was being pressed.

Mr. Smith: I never thought it would be suggested that it was put on in Hongkong—it is like bringing coals to Newcastle. Some of this opium is Indian and some Singapore opium, and it is all, apparently, fresh.

Capt. Wheeler said no member of the crew could move the chain—steam would have to be specially applied. There was no room to get down between the chain and the sides of the chain locker.

Capt. Thomas Grant in command of the *Kumung*, Mr. W. W. Hopkins, first officer since May, and Mr. A. J. B. Lambie, first officer before that, gave similar evidence.

The Magistrate (to Mr. Crew): Are you calling any Chinese? The whole question really concerns them. You have to prove they were not implicated.

Mr. Crew: I can call the *bo-sun*, if necessary.

The Magistrate: It is up to you: I only call your attention to the words of the Ordinance.

Mr. Crew thought he was not called upon to prove an absolute negative. He could not prove that none of the crew could have had nothing to do with it. He said it must have been put there at the annual overhaul.

Mr. Smith: And they intended to bring it out at the next overhaul?

The Magistrate: Keeping it on fixed deposit.

The Chinese comprador of the ship was called, but he could throw no light on the matter and amused the Court by giving the weight of the anchor cable as 100 tons, instead of 30.

The Magistrate: Mr. Smith, we have rather come to an impasse. The Company have proved that there is no access to the place except when the ship is in dock.

Mr. Smith: I don't think so. The officers say the chain did not come up while they were on the ship but, unless there is some secret access, of which there is no indication—the chain must have come up more than once for in one of the lockers is Indian opium and in the other Singapore opium.

Mr. Taylor, of the Government Opium Factory, was then called at the suggestion of the Magistrate. He said some of the opium was of a kind that came from Calcutta or one of the Indian ports; the other was packed as the Singapore monopoly packed it. It was all quite moist and that showed it had been freshly packed. His experience in the factory was that in six months opium became quite dry.

In the course of further argument, the Magistrate expressed the view that the Company could not be expected to prove more than that its servants were not implicated. The evidence that the chain had not been fully paid out was rather exhaustive.

Mr. Smith reiterated his opinion that the presence of the opium proved that the chain had come up at Calcutta and at Singapore and that it was intended it should come up again; not here, but at Shanghai. He could interview the informer and find out how the opium really got there.

The Magistrate: I thought you knew, probably.

Mr. Smith: We were told that it was there and that was all.

The Magistrate: It is not satisfactory either to the Company or the Court that a mystery should remain which is unsolvable to both. I do not feel inclined to close the case. Perhaps Mr. Smith will be able to throw more light on it and possibly completely clear the Company.

Mr. Smith: I will try to get further information.

It was mentioned that the log would contain an entry if the anchor chains had been entirely paid out and it could be proved that there was no such entry.

The Magistrate: I cannot get away from the difficulty that things may happen that do not go in the log.

Mr. Smith: Quite so.

Mr. Crew: If my friend persists in that suggestion, I claim the right to call all the officers on the boat.

The Magistrate: But if anyone has been involved, you won't get him to come here and admit it.

The hearing was adjourned until to-day.

MARINE INSURANCE CASE.

NEW TRIAL BEGUN.

THE LOSS OF THE "LUEN ON."

The acting Chief Justice (Mr. H. H. J. Gompertz) sat at the Supreme Court yesterday to re-try the action in respect of the loss of the s.s. *Luen On*, which the Full Court sent back for re-hearing last week.

The plaintiff was Young Kwong-yung, trading as Mat Tze, and the defendants were the Young Shing Insurance and Investment Co., Ltd. Under a marine policy of insurance the plaintiff claimed from the Company a sum of \$30,000 in respect of the loss at sea from an unknown cause of the s.s. *Luen On*. At the original hearing, after the plaintiff's case had closed, the defendants' counsel submitted that there was no case to answer since it had not been proved that the ship was lost through one of the perils specified in the policy, namely, "rocks, waves, typhoons or wind." The shipping company had been unable to state the precise cause of loss as the ship has never since been heard of. The acting Chief Justice upheld the point and gave a verdict for the defendants.

The *Luen On*, a steam launch of about 140 tons, started on a voyage from Hongkong to Manila on November 16th, 1917, after returning to port from a previous start in consequence of bad weather and breaking on coal as fuel and as ballast. She has never been heard of since although all possible enquiries have been made.

Mr. C. G. Alabaster (instructed by Mr. F. A. Alameda) appeared to-day to support the claim and Mr. F. C. Jenkin (instructed by Mr. G. R. Haywood) to oppose it.

It was decided at the outset that the trial should be resumed at the point where it concluded at the original hearing and Mr. Jenkin occupied the whole of the morning in developing the two remaining grounds of his defence. These were that the vessel was not seaworthy at the time she put out to sea and that she returned to port, thereby deviating from her voyage and as a result, determining the policy.

Proceeding with his argument counsel drew attention to the evidence tendered by the plaintiff for the purpose of showing that it was essential for the vessel to put back into port, after starting on its voyage, in order to take on more coal for ballast.

Deviation was, he said, admitted by the plaintiff who sought to justify it on the ground that it was "reasonably necessary." "The insured in this case," Mr. Jenkin pointed out, "is in this position. If the vessel was seaworthy in fact, he cannot justify coming back to port. Therefore the policy ceases to have effect as from the moment of deviation, whereas if he can justify coming back to port on a ground which indicates initial unseaworthiness then the policy has never attached at all." The position in law was, he said, that if the boat was going on a trip from Hongkong to Manila in ballast, as in the case of the *Luen On*, it was the absolute duty of the assured to put upon her sufficient ballast so that when she left port for the first time she could perform the contemplated voyage. It did not assist the assured that he might have made a *bona fide* error of judgment in making an estimate of the amount of ballast necessary. If he made a mistake and went out without sufficient ballast then, although he believed her to be sufficiently ballasted, the insurance company was absolutely relieved of all liability.

Seaworthiness, Mr. Jenkin contended, had not necessarily anything to do with the hull of the ship because this particular ship was surveyed and, so far as the hull was concerned, there appeared to be no evidence that she was not in fit condition for the contemplated trip. There were many other essentials to seaworthiness and amongst them was the matter of ballast.

His Lordship: In this case the ship was going out for the first time on a voyage for which she was not built. Would you say that they were responsible for guessing the right amount of ballast the first time?

Counsel: Yes, absolutely.

Quoting from a "large number of authorities" Mr. Jenkin advanced the contention that in every voyage policy there was an implied warranty that the ship was seaworthy when she sailed and that she was fit in all respects to encounter the ordinary perils of the sea. The insured was found to use every ordinary available means to make her sufficient for the voyage. If there was a breach of the contract through unseaworthiness then the policy was voided.

A long list of interesting cases, some of which referred particularly to the matter of adequate ballasting, was cited to the Court by Mr. Jenkin in urging that it was quite clear from these decisions that the duty cast upon the assured to have his ship made seaworthy was absolute and imperative. If he allowed his ship to put to sea, unseaworthy, as a result of an honest error of judgment, he could not avail himself either against the insurance company or the charterer.

His Lordship: Is a ship not entitled to put back into port if she finds the weather against her?

Mr. Jenkin replied that a ship was justified in avoiding perils but the position in this case was that the ship came back in order that an error of judgment in regard to the ballast might be remedied.

Dealing with the question of deviation counsel said the only point to be decided was as to whether the ship was justified in returning. None of the statutory excuses could possibly arise, he submitted; if there had been initial unseaworthiness.

The case was adjourned until to-day.

MONEY AND PROPERTY MISSING.

The residence of Mr. W. Gerrard, of the Taikoo Docks, No. 1, Stanley Terrace, was entered during the morning of July 30th, while he was at work, and money and jewellery to the value of \$40 stolen. The thief entered the house by breaking a window.

Mr. W. Ireland of the Taikoo Sugar Refinery has reported to the police that while at work on Saturday, he lost in the refinery \$397 in notes which he had in the breast pocket of his coat, but which he thinks may have dropped out while he was bending over his work supervising the boiling of sugar.

After bathing on the Kennedy Town beach about 3.30 p.m. on July 30th, Dr. T. P. Khoo, of No. 3, Prospect Place, returned to his matbed to change and found his coat in the breast pocket of which was a gold fountain pen, with the words "Con Lim on the clip, worth \$20, and a pair of gold rimmed spectacles valued at \$10, missing.

The theft from the storeroom of Messrs. Der A. Wing & Co.'s shop in Des Vaux Road Central, of 15 pieces of bookbinding leather valued at \$72, has been reported by the manager, Mr. Now Fung.

A Chinese accountant living at No. 336, Queen's Road Central, has reported to the police that some time between 11 p.m. on July 31st and 3 p.m. on August 1st, while he was absent from the house, a locked drawer in his room was opened by means of a duplicate key and \$100 in notes stolen.

POLICE RAIDS.

Chief Preventive Officer Watt, on Monday, executed a search warrant on the third floor of No. 18, Wingkat Street, and seized 340 tins of raw non-Government opium, and 7 tins of prepared opium, concealed in the walls of a safe to which access was obtained by means of a moveable back.

The same Officer later raided the first floor of No. 1, Ngful Lane, and seized a quantity of illicit drop opium, opium dross, and opium smoking gear. A man and a woman were arrested.

Police Inspector Watt, and a party of police raided the ground floor of No. 232, Hollywood Road, and arrested 12 gamblers. *Taikow* gambling gear and \$17.45 were taken from the table. The offenders failed to appear before the Magistrate, yesterday, and Mr. Lindell ordered their bail of \$5 each to be forfeited and the gear and \$17.45 confiscated.

Police Inspector Watt also raided another house in Hollywood Road, and seized illicit opium and smoking gear. Eight arrests, including a woman believed to be the keeper of the divan, were made.

Sgt. Muskell executed a search warrant, on Monday, on a house in Shaikwan and seized a quantity of illicit raw opium, and opium preparing gear. The house was empty at the time of the raid, and no arrest was made.

SPORT.

GOLF.

FAR EASTERN GOLFERS IN SCOTLAND

A most enjoyable meeting of golfers from the Far East was held at Turnberry between June 11th and 18th.

A Bogey competition was held on June 15th, for which the following entered:—Capt. Goode (Manchester Regt.), J. C. Dyer, W. Ross, J. D. Thomson, A. W. Mackintosh, A. A. Loughlin, J. L. Crockatt, E. V. D. Parr, C. J. Peel, A. Ritchie, Galloway, Mackie (Kobe), Shaw, Nixon, Reid, G. C. Towns, Miller, Foster, Fleming, Morrison, J. W. C. Bonnar, Libeard, F. Maitland, M. P. Thomson, G. M. Young, R. P. Thurstield, Pollock, and Buchanan.

The subscription cup (55s. per head) was won by Mr. Galloway (Messrs. Jardine, Matheson & Co., Ltd., Japan) and was presented to him at a dinner, held the same evening, by Mrs. Frank Maitland. Thirty-four, including six ladies, sat down to the repast.

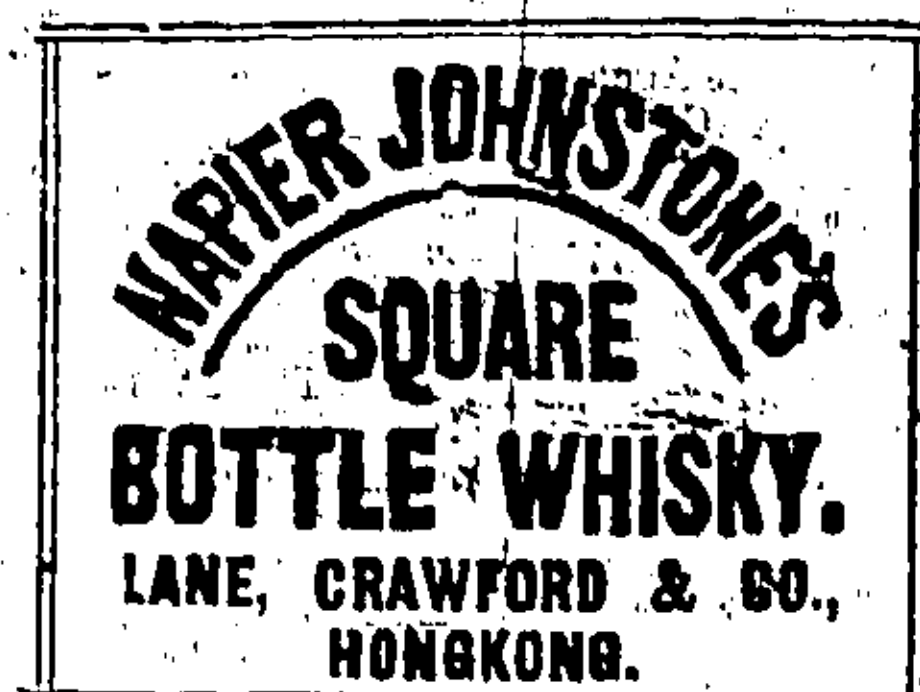
Messrs. Paton, Templeton, Murray, Cassidy and Rodgers were also present at the meeting.

The above information has been received by the Royal Hongkong Golf Club from their late President, who reports that the weather was splendid, the golf passable, and all present thoroughly enjoyed themselves.

RECORD OF RAINFALL.

AT THE BOTANIC GARDENS IN JULY.

Date.	Inch.
1st July	1.44
2nd "	1.12
3rd "	5.73
4th "	.09
5th "	.07
6th "	.52
7th "	1.75
8th "	—
9th "	—
10th "	.22
11th "	—
12th "	—
13th "	—
14th "	—
15th "	—
16th "	—
17th "	.01
18th "	.10
19th "	—
20th "	.09
21st "	—
22nd "	—
23rd "	—
24th "	1.04
25th "	.63
26th "	.07
27th "	—
28th "	—
29th "	.19
30th "	—
31st "	—
Total	13.88 inches

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CLUBSIN
ALL
HOTELS

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CRAWFORD
& CO.

\$3.75

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NOTE

THE

NOTES

THE COLUMBIA RECORD TRADE MARK.

ANDERSON'S

(SOLE DISTRIBUTORS).

Wm. Powell

TELEPHONE 346.

OUR
CASH
SALENOW PROCEEDING FOR
ONE WEEK ONLY.SPECIAL OFFER
LADIES' WHITE CANVAS

OXFORDS \$8.50 per pair.

BARGAINS IN EVERY DEPARTMENT.

NEW ADVERTISEMENTS

NOTICE.

WE have This Day transferred the Agency of the QUEEN INSURANCE CO. Messrs. W. R. Loxley & Co. E. D. SASSOON & CO., LTD. Hongkong, August 1st, 1921. [1277]

ENGLISHMAN seeks position of trust in Hongkong district—extensive clerical experience, now cashier to large London firm. Particulars of Tong, 16, Kai Yee Taw, Cowloon Suburb, or write COLE, 35, Leigh Road, Highbury, London, England. [1278]

SALE BY TENDER OF H.M.S. "ROSARIO."

TENDERS are invited for the purchase of the above-mentioned Ship with ENGINES and BOILERS and various Auxiliary Machinery on board, as she lies at the Naval Anchorage, Kowloon. Full particulars of the ship, conditions of sale, and permits to view the ship may be obtained on application to the undersigned. Forms of Tender will be issued on application subject to payment of a deposit of \$100 which will be returned if Tender is not accepted. The vessel will be on view from the 1st to 31st August inclusive between the hours of 10 A.M. and 4 P.M. and Tenders must reach the Commodore's Office not later than 12 Noon on THURSDAY, 1st September, 1921.

Length overall 204 ft. Length between Perpendiculars 188 ft. Breadth, extreme 33' 0". Depth under Side of Keel to Upper Deck (Amidships) 17' 0". Nominal Displacement 890 tons. Propelling Machinery—Triple expansion. Diameter of Cylinders—18", 26" & 42". Boilers—Babcock & Wilcox Water Tube 3 No. H. G. LOWE, Naval Store Officer.

H.M. Naval Yard, Hongkong, July 29th 1921. [1279]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD. and CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"KEEMUN" are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 3rd August.

Additional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all goods remaining undelivered after the 8th Aug. will be subject to suit.

All Claims against the Steamer must be presented to the undersigned on or before the 22nd Aug. or they will not be recognised. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, August 1st, 1921. [1280]

THE EAST ASIATIC COMPANY LTD. COPENHAGEN.

THE Motorship "AFRIKA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Hoi's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th Aug. will be subject to suit.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th Aug. at 10 A.M. All Claims must reach us before the 12th Aug. or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by MANNING & BACKHOUSE, LTD., Agents. Hongkong, August 1st, 1921. [1274]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending 30th June, 1921, will be Payable on TUESDAY, August 9th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 2nd, to TUESDAY, August 9th, both days inclusive, during which period no Transfer of Shares can be Registered. By Order of the Board of Directors, G. E. ELLIAMS, Acting Secretary. Hongkong, July 18th, 1921. [1287]

HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND OF ONE SHILLING per Share on account of the year 1921 has been declared.

The DIVIDEND will be payable on and after WEDNESDAY, the 24th day of August, 1921, to Shareholders on the Register on TUESDAY, the 31st day of August, 1921, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2/7 per Dollar.

By Order of the Board, W. E. ROBERTS, Secretary. Hongkong, 25th July 1921. [1288]

INTIMATIONS

NOTICE.

LYSON CO.

OWING to the death of Mr. CHU CHUN YAT, Chief Manager of the above Firm, the only persons now authorised to sign for the Firm are—
Mr. TAM CHURK NAM, Sub-manager.
Mr. SIU KAM, Secretary.
whose Joint Signatures are necessary to all Documents or Transactions executed for and on behalf of the Firm. [1221]

HONGKONG HOTEL COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the TWENTY-SEVENTH DAY OF JULY, 1921, at Noon, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street, and a comparison of the print of the existing Memorandum of Association with the print of the draft new Memorandum of Association will show wherein the draft new Memorandum of Association differs from the existing Memorandum of Association. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely—

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting

and also for the following further purposes, namely—
For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street, and a comparison of the print of the proposed new Articles which differ from the existing Articles are indicated by underlining in the existing Articles as indicated by underlining in the draft new Articles. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely—

(2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, on SATURDAY, the THIRTEENTH DAY OF AUGUST, 1921, at Noon, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of considering, and, if thought fit, approving the draft new Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

AND NOTICE IS HEREBY ALSO GIVEN that the said SECOND EXTRAORDINARY GENERAL MEETING will be held as aforesaid will be continued for the purpose of considering, and, if thought fit, passing the following further Resolutions as Extraordinary Resolutions, namely—

(3) That each of the existing 20,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,000,000 be divided into 5 fully paid up shares of \$10 each so as to make such Capital \$1,000,000 consisting of 100,000 fully paid up shares of \$10 each.

(4) That after the division aforesaid, the Capital of the Company be increased from \$1,000,000 consisting as aforesaid, to \$2,500,000 divided into 250,000 shares of \$10 each by the creation of 150,000 new shares of \$10 each—such new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

(5) That it is desirable to capitalise the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the General Reserve, and accordingly that for the purpose of effecting such capitalisation, such sum of \$1,000,000 be distributed as bonus among the shareholders of the Company in proportion to the shares in the Company's present Capital of \$1,000,000 held by them respectively on the date hereinafter referred to, and that a bonus be declared accordingly. And further that the Company's Board of Directors be and they are hereby authorised to satisfy such bonus as far as possible by the distribution in manner aforesaid of 100,000 shares of \$10 each credited as fully paid up among the persons who are registered as the holders of the shares constituting the Company's present Capital of \$1,000,000 on such date as the Company's Board of Directors shall decide—such last mentioned shares to rank pari passu with the shares constituting the Company's present Capital of \$1,000,000 in respect of all profits of the Company earned since the 31st December, 1920, and such distribution to be in satisfaction of the aforesaid bonus.

AND NOTICE IS HEREBY ALSO GIVEN that a THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, aforesaid on WEDNESDAY, the THIRTY-FIRST DAY OF AUGUST, 1921, at Noon, for the purpose of receiving a report of the proceedings at the above mentioned Meeting in so far as regards Resolutions Nos. 3, 4 and 5 above and of confirming, and, if thought fit, such last mentioned Resolutions as Special Resolutions.

Dated this Fourteenth day of July, 1921.

By Order of the Board, J. H. TAGGART, Manager.

INTIMATIONS

NOTICE.

WE have This Day transferred the Agency of the NORWICH UNION FIRE INSURANCE SOCIETY, LTD., to Messrs. RANS & Co. DAVID SASSOON & CO., LTD. Hongkong, August 1st, 1921. [1289]

NOTICE.

WE have This Day transferred the Agency of the LANCASTER INSURANCE CO., to Messrs. T. E. Griffith, Ltd. DAVID SASSOON & CO., LTD. Hongkong, August 1st, 1921. [1280]

NOTICE.

WE have This Day taken over the Agency of the LANCASTER INSURANCE CO., from Messrs. DAVID SASSOON & Co., Ltd. T. E. GRIFFITH, LTD. Hongkong, August 1st, 1921. [1289]

QUEEN INSURANCE CO.

WE beg to give notice that we have been appointed AGENTS for the above Company as from 1st August, 1921, and are prepared to take FIRE RISKS at Current Rates.

W. R. LOXLEY & CO. York Building, Hongkong, July 29th, 1921. [1261]

MARINE ENGINEERS' GUILD OF CHINA.

Hongkong Branch.

MEMBERS are informed that the REGULAR MONTHLY MEETING will be held at the Guild Office, Sailors' Home, on WEDNESDAY, 3rd August, 1921, at 5.45 P.M. sharp.

Northern Members are Cordially Invited to be Present. W. J. STOKES, Branch Secretary. [1270]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

ISSUE OF 400,000 FULLY-PAID BONUS SHARES.

THE Issue of 400,000 Fully-paid Bonus Shares (which was authorized at the Extraordinary General Meeting of Shareholders held on the 4th January, last) at the rate of two fully-paid new Shares in respect of every five Shares held, has now been allotted.

Applications from Holders of Share Warrants to Bearer will be received at the Finance Office of the Kailan Mining Administration. Applications must be made in person or through a Banker or other duly authorized Agent and must be accompanied by the Warrants to Bearer, in respect of which the Application is made, with Coupon No. 18 to 20 intact. These Coupons must not be detached.

Applications through the Post cannot be dealt with. W. S. NATHAN, Agent & General Manager. [1262]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for

Boxes CK, KX, LM, LN, LR, LU, LW, MA, MK, A, 50.

WANTED.—Competent STENO-GRAPHER with knowledge of filing—Apply Box MN, c/o Daily Press office. 95

WANTED.—Married Couple require Small FURNISHED FLAT or Apartments, Mid-level or Peak. Willing to share small house. Apply Box MI, c/o Daily Press Office. 83

FOR SALE.—ONE LEVIS MOTOR-CYCLE, just arrived, latest Model, two Speed Gear, 275. Apply Box ML, c/o Daily Press Office. 914

PURE LOTUS HONEY. A tried and infallible remedy for all Eye-Diseases. Cures Cataract, Glaucoma, etc., without knife, no harm, no pain. Cure guaranteed. Rs. 3 per dram. Particulars on request. "SERI" WORKS, Beadan Square, Calcutta, India. (1294)

TO LET.

LARGE GODOWN at Wan-chai (known as Mody Godown). Apply to—LEE HYSAN & CO., 202, Queen's Road C. [1150]

TO LET.

GODOWN at Yau-mai. For particulars apply to—THE HONGKONG LAND RECLAMATION CO., LTD. [1148]

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men 2, the Mercantile Marine and H.M. Navy. Reading and Writing Rooms, Billiard Room, Officers' Room, C.F.O.'s Room, Restaurant, Junior Mess, Church.

Private Cabins and beds in Dormitories. Motor Launch "Dayspring."

INTIMATION

MORNY FACE POWDER

TOILET WATERS

PERFUMES

DUSTING POWDERS

SOAPS

We have just received a ship-

ment of the above from

MORNY FRERES LTD., of

London and Paris.

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY

Telephone 18.

BIRTHS.

Hoffman.—At Shanghai, on July 27th, to Mr. and Mrs. L. W. D. Hoffman, a daughter.

Prosser.—At Shanghai, on July 25th, to Mr. and Mrs. JOHN F. PROSSER, a son.

Walker.—At Pelham, New York, on July 31st, to Mr. and Mrs. W. B. WALKER, a son.

ACKNOWLEDGEMENT.

The family of the late LOK KWAI beg to tender their sincere thanks to their relatives and friends for the kind expressions of sympathy in their recent sad bereavement, and for the floral tributes sent.

PERSONAL.

MISS TANNIE.—Settlement delay not my fault. Drop me a line and leave it at the Hotel. Counter to be called for. State time and place.—A. [1281]

HONGKONG OFFICE: 104, DES VŒUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, August 3rd, 1921.

CHINA'S FAILURE TO SUPPRESS OPIUM.

WE suppose no reports are made to the Chinese Government by its own officials concerning the extent to which opium is being cultivated and sold in China contrary to the pledges given by China to other interested Powers, but the Note which the British Minister has recently addressed to the Chinese Minister of Foreign Affairs can hardly have come in the nature of a surprise to the Government. As the Anti-Opium Association in Peking keeps a watchful eye upon infringements of the pledges given by China in this matter, it is not to be supposed that the Central Government has been left for long in ignorance of the way in which the law has been flagrantly defied in quite a number of the provinces. It is a sorry confession for China to have to make to the Opium Committee of the League of Nations that, "on account of the unstable political situation, poppy might have been unlawfully cultivated in those provinces which have either declared political independence from Peking or are in a semi-autonomous state, so that the situation is out of the control of the Central Government." Coming on top

of such an admission, the assurance has little value that "the Government is determined to suppress opium by all means." The Government of the Chinese Republic has been so "determined" for the past ten years or more; yet the British Minister has been obliged, under instructions from the Government in London, to bring to the notice of the Chinese Government that, "according to the reports of British Consuls and others, opium is widely cultivated in Shensi, Kansu, Sinkiang, Fukien, Hunan, Yunnan, Kweichow, Kirin, Heilungkiang and also on the Szechwan-Tibetan frontiers under the control of the Garrison Commissioner at Patang, and that in some districts the local authorities have issued official notices encouraging the farmers to cultivate poppy in their fields in the same way as wheat and rice"—all this being contrary to the Agreement which China made with Great Britain with the object of suppressing the traffic entirely.

Reliable independent evidence on the subject is immediately available to the Chinese Government in the annual reports of Commissioners of the Maritime Customs and there is really no necessity for appointing now "high and reliable officials" to make investigations in the provinces reported to be offending in the matter—unless the intention is to make a show of doing something notwithstanding the confession that the situation is out of the control of the Government. We may glance at one or two of the reports made by Commissioners of Customs. The Commissioner at Amoy tells us that "an abundant harvest" was reaped during the early part of last year from the poppy fields planted in 1919, and that consequently "an immense quantity of opium found its way into Amoy, where it was either sold for local consumption or smuggled to the two principal centres of distribution—Hongkong and Shanghai."

The Commissioner at Mengtze says that "opium production, traffic and smoking in South Yunnan are now-days as noticeable as ever." In the Luliang district, between Yunnanfu and the eastern frontier of Yunnan, about four million taels were produced, and in other districts which the Commissioner names they had an output of from one to two million taels each. Formerly the opium produced in those parts went through the province of Kwangsi, but owing to the quarrel between the Yunnan and Kwangsi Tschuns, the Yunnan drug was prevented from crossing Kwangsi.

Large stocks of it, therefore, accumulated at the exporting centre and the price has fallen to a very low figure. We do not propose to weary the reader by reproducing the whole of the references to the subject which are to be found in the reports of the Commissioners of Customs. The two we have quoted suffice to indicate the nature of them and to show the extent to which the orders of the Central Government are ignored in the provinces. We are unable to see that there is any immediate prospect of permanent improvement in the situation.

H.M.S. Rosario is advertised for sale by tender as she lies at the Naval anchorage, Kowloon.

Thirty-five deportees arrived from Singapore by the a.s. Yatching. The Secretary of Chinese Affairs will arrange for their repatriation.

The total output of the Kailan Mining Administration's mines for the week ending July 16th amounted to 84,338 tons and the sales to 93,503 tons.

The British Legation received a telegram on July 21st announcing the release of Mr. Stevenson the Missionary who has been held in captivity for many weeks in Shensi.

A Chinese farmer in the North was recently killed by lightning. Rumours were spread by the superstitious people that the man had been killed by the God of Thunder on account of his misdeeds.

Mr. N. Williams, a passenger from Singapore by the a.s. Japan, lost from his cabin on the ship's arrival in port on July 28th, a tin-lined box containing a cinema machine, and several rolls of films.

Two men were charged at the Magistracy, yesterday, with demanding money with menaces from a ticket collector of the Ferry Co., plying between Hongkong and Huihngom. Mr. H. L. Denny appeared for the prosecution and Mr. N. N. Watson for the defence. It seemed that one of the defendants had been turned off a wharf for trespassing. He alleged that his coat was torn and demanded compensation. The prosecution regarded the case as a more serious one—an attempt to intimidate a public servant. The hearing was not concluded.

Owing to the uncertain state of affairs in Hupeh, merchants in Hankow, Wu-chang and other Yangtze ports, the N. C. Daily News says, have requested Shanghai merchants to stop sending goods for the present.

A Chinese, aged about 28 years, suddenly dropped dead in Manwah Lane, off Des Vœux Road Central, on Sunday. His remains were removed to the public mortuary where a post mortem revealed that the deceased had been suffering from heart disease.

Seven young children—three girls and four boys—have been reported to the Police as missing during the past few days. Three adults have also been reported as missing. In the case of two of them—a fisherman and a young widow—it is believed they have absconded together.

A room boy at the Great Eastern Hotel, absconded on July 28th with \$350, the property of the establishment. The manager did not report the matter to the police until July 30th. The man who was 27 years of age had been a long time in the employ of the hotel, and was a trusted servant.

The Commissioner for Foreign Inter-course at Peking has been instructed to carry out a joint investigation with the foreign representatives concerned into the losses suffered by foreigners in the recent looting by Chinese troops. It has been decided that the losses will be made good by Hupeh Province.

The Ministry of Foreign Affairs at Peking has sent circular telegrams to all provinces ordering a census of all Foreign residents in China. It is believed, says a Peking paper, that an accurate census of foreigners in China will facilitate negotiations, which may demand the figures from time to time.

Reports have been circulated by Russian news agencies relating to the establishment of a so-called Mongolian revolutionary government in Urga. Chinese officials declare that there is no such thing as a Mongolian revolutionary government in Urga, and that the report has been circulated by foreigners who have designs on Outer Mongolia.

Admiral Sir Alexander Duff, K.C.B., Commander-in-Chief of the British China Squadron, who recently planned to visit Japan about July 23rd on board the flag-ship H.M.S. Albany, with H.M.S. St. Markham, Cairn, Columbus, Curlew, and Anabara, and a number of submarines, has had to alter his programme, and will not visit Japan at present, says the N. C. Daily News.

The Aeronautical Department at Peking is hard up for funds. The British creditors have refused to pay any more loan proceeds to Government for the sustenance of the department on the ground that the Government has failed to pay the interest due on the advanced instalments of the Aviation Loan. The view is expressed by the vernacular press that the only way to solve the problem is either to place the department under British control or to close it.

According to the Peking vernacular press new Bolshevik pamphlets and printing matter have again been circulated in the capital. The "Duties of Youth" is amongst the most seditious, and incites the people to raise disturbance and revolt against the Government. The police have traced the source of these pamphlets to the lower Yangtze provinces. The Government has been requested to order the Yangtze Tschuns to take measures to suppress them.

In the midst of the existing depression it is cheering, says a contemporary, to read so satisfactory a report as that issued by Straits Rubber, of which Mr. E. L. Hamilton is chairman. A reconstruction last year multiplied the capital by three, but on the enlarged total a profit has been made of £23,530. The position is very strong, and even in such times as these the company pays a small dividend of 4 per cent. Bagan Serai, which belongs to the Hamilton group, is to distribute 2-2 1/2 per cent, while Glenisiel and Kurau have both made profits, but are conserving their resources.

After seeing her mother throw waste paper out through the porthole of their steamer cabin, little Miss Jean Minford, who with her mother is a passenger on the steamer P.M.S. Ecuador, thought she would try her hand at what she thought was good fun. The first paper she found loose, however, was her mother's passport, which she slipped out of the porthole to the ladies. Mrs. Minford is the wife of Dr. Minford, a surgeon in the employ of Dr. Minford Mining Co. in Korea. Mrs. Minford has been a resident in Korea for three years and was able satisfactorily to identify herself at the American Consulate-General in Yokohama so that a special permit to enter Korea was requested and received from the Japanese authorities.

UNIVERSITY OF HONGKONG.

MUNIFICENT DONATION BY MESSRS. JOHN SWIRE & SON.

We are informed by the Registrar of the University of Hongkong that Messrs. John Swire & Sons have made a donation to the University of \$100,000 to form part of an endowment fund for the benefit of the Taikee Chair of Engineering and the Engineering Section of the University.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General at Hongkong, from the Manila Observatory, at noon yesterday:

Typhoon in about 140 deg. Long. E. and 11 deg. lat. N. moving W.N.W.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

OPENING SIBERIA TO TRADE
REMARKABLE BRITISH VENTURE.

LONDON, August 2nd.
Peculiar by a most modern ice-breaker, a trade expedition of five ships is leaving immediately for Siberia, carrying 11,000 tons of commodities, principally machinery, tools and railway material.
Two vessels left Liverpool, yesterday, and will be joined by two British ships from Hamburg, and one Norwegian from Gothenburg, and proceed to the Kara Sea, and the mouths of the Obi and the Yenisei.

It is hoped to penetrate 2,000 miles into Asiatic Russia, bringing back in October 15,000 tons of Siberian products. If successful, this expedition will be the forerunner of a regular trading service.

FLIGHT TO NORTH POLE.
AMERICAN SCIENTIST'S PROGRAMME.

WASHINGTON, August 2nd.
Mr. Edwin Nauty, the physicist who has long been interested in aviation, announces his intention of flying to the North Pole in September.
He proposes to start from Point Barrow, in Alaska, and proceed to Spitzbergen and North Cape, observing en route the ocean, air and ice currents.
The aeroplane will carry four men, including Mr. Nauty. It is expected that the speed of the machine, on an average, will be hundred miles an hour. It will carry fuel for fifty hours' flying. It is intended to make several landings on polar ice, but, if it is impracticable, the machine will fly 1,500 miles to Spitzbergen without landing.
If successful, other flights will be undertaken to attempt to settle definitely the location of the Magnetic Pole and for the determination of magnetic polar verticity.

MAYFLOWER TRICENTENARY
CLIMAX OF THE CELEBRATIONS.

PLYMOUTH (MASS.), August 2nd.
The celebrations in connection with the tricentenary of the landing of the Pilgrim Fathers reached their climax with the arrival of President Harding on board the yacht *Mayflower*, escorted by six destroyers. A hundred thousand witnessed the parade, portraying incidents of the original landing.
The British cruiser *Cambrian* was among the assemblage of the warships in the harbour. The Naval Attache represented the British Embassy.
President Harding delivered an address in which he said he hoped that the coming disarmament conference would bring to the world a new era of peace and freedom, and in which he characterised the international situation as "more than promising." The seeds of tolerance and understanding, he said, planted by the Pilgrim Fathers were beginning to bear fruit a thousand-fold internationally.

DEATH OF CARUSO.

NAPLES, August 2nd.
The death is announced of Signor Enrico Caruso, the well-known tenor. [Signor Caruso only recently left New York for his home in Florence. He had, then, apparently recovered from the effects of his recent, serious illness, as he expressed his intention of returning to America in time to appear again in New York in opera. The great singer was 56 years old. He was a Member of the Victorian Order.]

NEGRO CONVENTION.
MESSAGE TO THE KING.

NEW YORK, August 2nd.
To the strains of jazz music, 15,000 shouting and laughing negroes, not 50,000 as cabled yesterday, paraded the streets in the negro quarter, carrying red, black and green flags, namely, the international negro colours and numerous banners.
Later at a session of the convention, they telegraphed to King George urging him to use his influence to free Ireland, Egypt and India, and to prevent future race wars. They also telegraphed to Mr. de Valera promising him assistance.

EARLIER CABLES.
AMBITIOUS PROGRAMME.

NEW YORK, August 1st.
The Second International Convention of Negro Peoples, which has opened with fifty thousand delegates from America, Europe, Asia, and Africa, includes "the Provisional President of Africa." The convention will start throughout August. It anticipates achieving great things in connection with the future government of the negro race throughout the world.

FAR EASTERN CABLE NEWS

[THROUGH REUTER'S AGENCY.]

JAPANESE STEAMER IN DISTRESS.

LONDON, August 2nd.
Lloyd's agent at Aden telegraphs that the Japanese steamer *Siam Maru*, from Yokohama bound for Hamburg, reports wirelessly that she is 20 miles south of Cape Guardafui and requires immediate assistance.

The steamer *Idomeneus* reports wirelessly that she is proceeding to her assistance.
The warships *Katori* and *Kushima* sailed from Aden on August 1st. They have been informed. It is presumed that the *Siam Maru* is ashore.

LATEST CABLES.

SILESIAN PROBLEM.
SATISFACTION IN PARIS.

PARIS, August 1st.
The papers are unanimous in expressing satisfaction at the complete agreement between Great Britain and France over Silesia.

The Supreme Council is to meet on August 8th in Paris or Boulogne.
M. Briand has wired to the Ambassador in Berlin to join his British and Italian colleagues in requesting Germany to prepare for the conveyance of Allied troops to Silesia. —Havas.

EARLIER CABLES.

SUPREME COUNCIL TO CONSIDER
PLEBISCITE RESULT.

LONDON, August 1st.
In the House of Commons, at question time, Mr. Lloyd George was cheered when he announced that a satisfactory arrangement had been reached with France for a meeting of the Supreme Council to a meeting of the results of the Upper Silesian plebiscite. The first business would be to decide whether, pending an announcement of the adjudication, a despatch of reinforcements to the plebiscite area was necessary. The British, French, and Italian Ambassadors had in the meantime notified the Berlin Government to be ready to facilitate the transit of Allied troops.

Replying to supplementary questions, Mr. Lloyd George believed that the reports of the commissions of experts which met at Paris last week to examine the lines of settlement would be ready by August 8th. Col. Wedgwood interjected: "Will the Germans get a straight deal?" Mr. Lloyd George replied that it was the business of the British Government to see that Poles and Germans alike got a straight deal. He believed that the Leipzig trials would be one of the subjects of discussion.

AN EARLY DECISION.

REUTER learns that M. Briand today agreed to the British proposal that the Supreme Council meet at Paris on the 8th instant. Mr. Lloyd George and Lord Curzon, with Foreign Office and Cabinet officials, will leave London on the 7th instant. Although French papers talk of protracted sittings, it is believed in London that the meeting will only last a few days, owing to the most urgent business awaiting the British Ministers in London.
The Italian Premier and the Foreign Minister will attend the meeting. The latest telegrams show that absolute calm prevails in Upper Silesia.
Lord d'Abernon has been instructed to co-operate with his French and Italian colleagues in notifying the German Government to be ready to facilitate the passage of Allied forces to Silesia.

AUSTRALIANS V. SOUTH WALES.
CENTURY BY BARDLEY.

LONDON, August 1st.
At Swansea, before ten thousand spectators in cloudy weather, the Australians scored 491 for 8. Bardley, by good all-round play, made 122, including a six and thirteen fours. Macartney scored 63, while Taylor made 73 by vigorous cricket, including a six and ten fours. Armstrong is 76 not out.
In consequence of overnight rain, the wicket was soft and easy.

AIRSHIP SERVICE.

ANNOUNCEMENT IN PARLIAMENT.

LONDON, August 1st.
In the House of Commons, at question time, Capt. Guest stated that the airship service will be discontinued from to-day, following a contrary decision by the Imperial Conference. No provision for airships is to be made in next year's Estimates, unless this policy is changed.

U.S. RELIEF FOR RUSSIA.

MR. HOOVER'S ANNOUNCEMENT.

WASHINGTON, August 2nd.
Mr. Hoover states that, as American prisoners in Russia have been released, relief will be sent immediately, the first shipment being made to the Petrograd area from Danzig.

DEATH OF LORD REAY.
A FORMER GOVERNOR OF BOMBAY.

LONDON, August 1st.
The death of Lord Reay is announced. The deceased peer, born in 1830, was the eleventh Baron Reay. Rector of St. Andrew's University 1884-86. Lord Reay was later appointed Governor of Bombay, a post he held for five years, and was subsequently Under-Secretary for India.

LATEST CABLES.
NEAR EAST WAR.
DECISION OF TURKISH NATIONAL ASSEMBLY.

PARIS, August 2nd.
According to an Ankara message, the National Assembly has affirmed its intention of continuing the war until ultimate victory has been achieved. The Government continues mobilisation and organisation with a view to carrying out a winter campaign.
The Assembly has decided not to ask the Allies to intervene until the termination of the present war.
On the other hand, a semi-official message from Athens speaks of an expedition, which is being organised against the town of Angora, and of a new advance, which is expected to begin within a fortnight.

EARLIER CABLES.

BOLSHEVIK AID FOR KEMALISTS.

CONSTANTINOPLE, August 1st.
Reports from Asia indicate an increasing intimacy in the Turco-Soviet relations. General Brusiloff and Nekidoff have arrived at Angora and Sivas, respectively. It is reported that the Soviet is selecting soldiers belonging to the Moslem faith for despatch to Anatolia to help the Kemalists.
A Helsinki message states that the Soviet authorities are alarmed at the threat of the starting troops in Eastern Russia to march to Moscow, and thence Westward to get food, and are frantically taking measures to arrest the invasion of indisposed hordes.

GREEK THANKSGIVING.

ATHENS, August 1st.
King Constantine and the Premier, M. Gounaris, ceremoniously entered Ekshchur. A solemn thanksgiving was conducted by the Greek Metropolitan, after which the King reviewed the troops.

THE EMPEROR OF JAPAN

NOTABLE ABANDONMENT OF PRECEDENT.

"An epoch-marking event" recorded in the Tokyo press is that on a recent occasion His Majesty the Emperor of Japan proceeded from the Palace to the Tokyo railway station in a motor-car without the usual ceremony and precautionary measures.

His Majesty, says the *Japan Times* and *Mail* has previously been driven in a motor-car but always in the strictest incognito, and without the knowledge of the public.

BAYONETS ASSENT.

For the first time a ceremonial trip through the street of the city was made without troops lining the roadside. A few gendarmes and the ordinary police watched the route of the Imperial procession; the gleaming bayonets of the men of the Imperial Body-guard, in long, stiff lines on each side of the streets, were absent. The flickering pennants of the lanciers, riding smartly in front of and behind the usual red and gilt coach of State, were not present. A hand-drawn automobile, driven by a chauffeur in the Imperial livery, rolled silently along, through rows of respectful people, between whom and their Emperor no guarding soldiery stood.

TRAFFIC NOT STOPPED.

For the first time the coming of the Emperor was not made known to the people by complete stoppage of all street traffic for the usual hour before His Majesty came and for half an hour after he had passed. The streets were cleared just before the Imperial motor arrived, and traffic was resumed the moment the car sped past. The tram-cars stopped for the passage of the Emperor, but were not held up blocks and blocks away as usual, but merely stopped in the way they happened to be. Passengers used the tram, and no gendarmes issued the usual orders that the windows must be closed.

For the first time, the passing of His Majesty was not preceded by police visits to all buildings along the route, with orders that all must come to the ground floor while the Emperor passed, and with strict injunction against peering at him from upper storey windows.

INNOVATIONS WELCOMED.

Any one of these various things would be noteworthy. Coming all together they can almost be said to be epoch-marking in the matter of the relations that are to exist henceforth between the Ruler of Japan and his people. It is unnecessary to state that the new departure is welcomed by the people of Tokyo.
His Majesty left for Yokohama to stay about two weeks, returning to Tokyo then en route to his villa at Nikko, where he will spend the remainder of the summer.

BACK TO THE BENCH AT 83.

SIR A. M. CHANNELL TO RETURN NEXT TERM.

Sir Arthur Moseley Channell, one of the best-known judges of the High Court from 1897 till his retirement in 1914, is returning to the Law Courts next term, in his 83rd year. He has been working the example of Lord Mersey, who recently returned to the Divorce Division of which he was formerly president, at the age of 80.

A witness once declared "with much show of indignation, that he had been 'wedded to truth from infancy.'"
Mr. Justice Channell leaned over from the bench and remarked blandly: "That may be; but the question is, how long have you been divorced?"
At Cambridge he was both wrangler and rowing man. He was the Colquhoun Sculls in 1860, the University Pair Oars in 1861, and was in the First Trinity crew that won the Henley Grand Challenge and the Ladies' Plate in the same year.

MARQUIS OKUMA PRAISES
BRITAIN.
INTERESTING REMINISCENCES.

"The present European tour of the Crown Prince, an event wholly unknown in the past history of Japan, originated with the late Emperor Meiji," writes Marquis Okuma in the July number of the *Tokusan*. "It was the wish of the Emperor Meiji to go abroad himself, but the great task before him—restoration, re-modelling the Government along modern lines, the wars with China and with Russia—kept His Majesty busy and he had no time to carry out his cherished desire. Hence it may be said that the present trip of the Crown Prince is the consummation of a longing of the Prince's illustrious grandfather."

Marquis Okuma expresses great pleasure at the courtesy, hospitality and marks of honour with which the Crown Prince was received when he went to England, "all these being in the superlative degree and almost unprecedented."

Tracing the story of Anglo-Japanese friendship from the beginning, Marquis Okuma gives some interesting reminiscences.
"Ever since the opening of Japan to foreign intercourse," he says, "there has been a steady growth of friendship between Japan and England. When Japan opened its doors, Great Britain, France and Turkey were fighting Russia in the Crimea. Great Britain was uneasy as regards the Eastern advance of Russia and her suspicions were not unfounded; for, in 1801, a Russian warship made a sudden descent on Tsushima and, occupying a part of the island, established there a coaling and a naval base."

This incident caused great commotion among higher circles in the country. Fortunately, Alcock, then British Minister to Japan, had the British squadron go there and drive away the Russians. This was because Russia's occupation of Tsushima was blocking British aspirations in the Far East; but nevertheless it must be owned that it was on account of Great Britain that Japan did not lose Tsushima."

"CURIOUS" FRIENDSHIP.

Marquis Okuma then describes what he calls "the curious friendship of Britain for the Sasaku and the Choshu clans. The Sasaku clan, it is said, incurred the wrath of the British in consequence of the Namamugi incident, and the British, attacking Kagoshima Bay, smashed all the defence works there. A typhoon then occurred, and the lighted in what seemed to be a draw."
In Choshu, the anti-foreign spirit was even stronger; and, in disregard of the warning issued by the authorities, the clan, on an appointed day, opened fire on all foreign vessels in Choshu waters. This angered England, France, Holland and the United States, whose warships made a combined attack on Shimomoseki and compelled the Choshu people to conclude a humiliating peace.

"Now comes the curious part of the story," says the Marquis, "for, as soon as peace was arranged, there sprang up a desire between the Choshu and the Sasaku, on the one hand, and England on the other, for closer friendship. America had her civil war on her hands at this time and could not pay much attention to what was going on in the Far East."

The Imperialist Sasaku and Choshu thus befriended England, while the feudist supporters of the Tokugawas looked to the United States and to France for support.
"Thus was it that, when the new Imperial Government was formed, recognition or not was a matter of considerable difficulty. England unhesitatingly recognized the new Government."

BRITAIN'S HELP.

The amount of help and assistance rendered by Britain's accredited Minister to Japan in those early days is recounted at some length by the Marquis.
"Sir Harry Parkes," he writes, "was very kind at heart and was bent on leading the new Government in Japan, and on helping it to put down disturbances in the country."
"While he was Minister a French officer was assassinated and a collision occurred between some Japanese and British officers. In both cases the kindly offices of Sir Harry resulted in the matter being settled in favour of Japan."
"In the building of railways and telegraphs, the construction of lighthouses and the establishment of the Mint, Sir Harry interested himself very much and saw that Japan got the right men from abroad."

"When he saw that Japan could not afford to have very many men of high ability, he suggested the opening of a college of polytechnics, which was the prototype of the present Engineering College of the Tokyo Imperial University."

THE GREATEST THING.

"The greatest obligation which Japan owes to Britain," concludes Marquis Okuma, "is in connection with 'territoriality'; for it was England that agreed to the elimination of this brand of national humiliation as soon as Japan was able to maintain peace and order."
"Thus it may be said that the Anglo-Japanese Alliance had its origin long before it was actually formed. When a Russo-German conspiracy in the Far East was foisted, the time had actually become ripe to have an Alliance. The Alliance was neither spontaneous nor was it accidental."

"Thus it is not surprising that England has been so cordial in the reception given to the Crown Prince, and there can be no doubt that the Anglo-Japanese Alliance will be continued permanently."
"If the past be any key to the future, the two nations will continue to grow in friendship and be the great guardians of peace and justice in the world."
"What is even more important is that the sincerity of the welcome accorded to the Crown Prince all over Japan may be regarded as a sign of the dawn of the day when the civilisations of the Orient and the Occident can be harmonised."

NEWSPAPER PRESS AND
ANGLO-AMERICAN AMITY.
PROPOSED CONFERENCE.

PURIFY THE ATMOSPHERE.

The power of the newspaper Press to further the cause of Anglo-American amity was emphasised at a luncheon of the American Luncheon Club in London at the Savoy Hotel, when Viscount Burnham invited the newspaper Press of the U.S.A. to confer with their brethren of the British Commonwealth, either next year or in 1923. The guests of the club were the Board of Governors of the Sulgrave Institution (British Branch), which was formed in 1912 to foster friendship between the two great English-speaking nations, and had acquired Sulgrave Manor, Northants, the ancestral home of George Washington, as a memorial of the centenary of the Treaty of Ghent and a rendezvous for Americans visiting Great Britain.

Mr. Wilson Cross, chairman of the club, presided. In welcoming the guests, he said Sulgrave Manor was purchased in 1939 from Henry VIII. by the then Mayor of Northampton, the direct ancestor of the famous George Washington. Both nations, he added, were greatly indebted to Viscount Burnham, whose public spirit in lending the influence of his powerful "daily" had made it possible to raise the necessary funds for the restoration of Sulgrave Manor. (Cheers.)

Lord Rotherham, in handing paintings in oils of Sulgrave Manor House to Lord Burnham and Mr. John A. Stewart, said he hoped that the pictures, apart from their intrinsic value, would appeal to the recipients more because of the warm feeling of gratitude which underlay their donation.

Mr. John A. Stewart, in reply, said it was not generally recognised that America had been the residuary legatee of all the feuds and hatreds of Europe (cheers and laughter)—and that for some reason Americans had been pushed in advance for having used exuberant phrases in the Declaration of Independence, which they had meticulously tried to live up to, but vainly. They had tried to live up to the ideal that America was the refuge of all the so-called oppressed peoples of the world, with the result that they had in America, to-day 35,000,000 men of alien birth, alien antecedents, and alien traditions, whose American understanding was not all they hoped it sometimes might be. Having had handed down to them this inheritance of alien prejudice, what else could they have done than they had done with a written constitution founded upon that Anglo-Saxon concept of liberty and free speech were one and inseparable? (Cheers.) Therefore, in America, they permitted men, perhaps, to define liberty as license. After all, in a country like the United States of America a little license was a good thing. Many a time he had heard in Central Park and elsewhere, by resolution and by word of mouth, the Government of the United States of America extirpated, divided among the "proletariat." The world was transformed overnight merely by resolution, and everybody went home satisfied. (Laughter.) The great trouble in international relations was that men of different nationalities chose, as they needed, to be themselves. In foreign relations the cause of Anglo-American friendship the great difficulty he had met with had been that both in America, in Great Britain, and in her Dominions, they had failed to differentiate the many species of the Anglo-Saxon. It was true that the ancestry of the Americans was Anglo-Saxon but they had developed an individuality of their own 3,000 miles across the Atlantic. They had their own outlook on life, a self-respect of their own; and it must be remembered that self-respect and mutual respect were the foundation of friendship. (Cheers.) He hoped that when Englishmen visited America they would remember that whilst they were in the homes of their friend, that friend had a self-respect regarding the things which were his very own, which was in harmony and consonance with his innate ideals. If they would remember that each nation was different from the rest they would feel thankful, and could not imagine a more helpless or more stupid world if it were composed entirely of Americans, Englishmen, or anybody else. (Cheers.)

AGRICULTURE: A PRECIOUS SYMBOL.

Viscount Burnham said the good fellowship of this club was symbolical of the good fellowship which reigned between the two peoples; it was just as thorough and sincere; it was not afraid of strong language, because it was based upon strong feeling. It stood the highest test of friendship—that they could speak the truth to one another, bearing in mind that the truth was always what they saw of the truth was their particular corner of the world. Anything he had done as a newspaper man, and that very fact suggested to him mind that it was time something still further was done to improve the Press relations between the two countries. (Cheers.) In a happy phrase Mr. Stewart had spoken of the United States of America as the residuary legatee of the old feuds of Europe. He quite agreed that this was not sufficient recognised in Great Britain, and that in one's imagination we sometimes imagined that the whole of America bore the British brand. But when, as a Pressman, he considered those things, it seemed to him not only fair, but good, that the other great sets of ideas which have pertained to other races should have freedom of publication in the United States of America, just as we obtained freedom for the Press over here—that was, who stood for the freedom of the Press, would be the best way that, on

(Continued at foot of next column.)

"REGIONAL WARS" IN CHINA.

The Asiatic News Agency (Peking) says:—With reference to the collapse of the Lu Jung-ting party in Kwangsi, the Government is not deeply concerned about it because the province is so far away from Peking. Further, the Government regards the Kwangtung-Kwangsi conflict as a regional civil war; but the Premier and Generals Tsao Kun and Chang Tso-lin take a different view of the present Hunan-Hupeh struggle. The Cabinet is exchanging views with Paoing and Mukden and also Wuchang about the "serious" situation in Central Yangtze and it is believed that northern troops will be despatched to Hupeh to expel the invading Hunanese.

CHANGSHA, July 21st.

Since the mutinies at Wuchang and Ichang last month, General Chao Hui-ti has been surrounded by prominent and important Hupeh politicians and military leaders, urging him day and night to despatch Hunan troops to attack Hupeh, so as to drive away General Wong Chan-yuan from Wuchang; but General Chao hesitated to do so though troops under the command of General Hsia Tou-yin and Lu Tiao-pin (the former is a native of Hupeh) on the Hupeh, Hunan borders and at Yochow were mobilised secretly long ago. Now the victory of the Kwangtung troops over the War Lord of Kwangsi, Lu Jung-ting, and the offer of the Hupeh people to supply all funds and foodstuffs to the Hunan army have induced General Chao to attack Hupeh, in spite of the existence of the mutual reconciliation agreement between the two brother provinces. The troops under Hsia, about one mixed brigade in strength, crossed the Hupeh territory at Yangtong yesterday. In reply to enquiries from Peking about his sudden change of attitude, General Chao says that the whole matter has been secretly arranged by Hsia Tou-yin and his Hupeh provincials, and that he will be adequately punished. This is believed to be a mere excuse on the part of General Chao, who is, in fact, anxious to extend his power and influence to the Yangtze river through Hupeh. In case of defeat, General Chao can place all the blame upon the shoulders of Hsia.

the whole, in the free discussion of things, in the clash of mind with mind, peace, justice, and liberty did not gain in the long run. Therefore, although he had cuttings sent him from time to time from various papers which did not give a very favourable view of British policy and conduct, he was the last to complain. He knew that, in the long run, common sense and good feeling would prevail, and that the policy of the United States of America was guided by the wisest and most prudent of its citizens. (Cheers.)

INVITATION TO AMERICAN PRESS.

He proceeded: Further, it suggests to me that the time has come when we President of the two greatest commonwealths in the world ought to get together. Lord Bryce, in a book he has recently written, has pointed to the dangers of the newspaper Press in exciting and in perpetuating internecine hatred between the nations of the world. To my mind, he exaggerates our power slightly; perhaps he exaggerates our offence still more, because the worst has been done by newspapers which have been at the beck and call of particular Governments, and Governments nearly always of the arbitrary kind. At the same time, nobody is more convinced than I am that in these days it is public opinion that rules the world more than ever. It was said that America is the only country in which public opinion wholly ruled. I think what is true of America is true of the whole world, and public opinion, of course, is largely formed, not perhaps at the dictation, but by the presentation of the Press. It would be a good thing if we could have an Anglo-American newspaper conference, in which those who have in their charge and care the direction of the Press could meet together, and could compare their views, and, so far as is possible, arrive at a common standpoint on the things which matter most. (Cheers.) I believe that there is not only room for such a meeting; I believe there is an urgent call for it. (Cheers.) It was his good fortune last year to preside at the second Imperial Press Conference held in Canada, said his lordship, as it had been that of his father to preside at the first held in London. Most willingly would he do his best to promote such international good between the two friendly nations. He had no mandate, but it was his joy to have much to do with the Press organs, not only of this country, but of the British Empire. "To-day," said Lord Burnham, "as president of the Empire Press Union, I venture to tender to the newspaper Press of America a cordial invitation to come into conference with us here, if not next year, this year after, and allow us to show them what we think best in our own country, and perhaps to show them not only the material things which matter less, but the spiritual things which matter most. (Cheers.) I hope that this idea may be possible of fulfilment. At any rate, I am certain that in tendering the invitation I shall have the enthusiastic concurrence and support of all my colleagues of the newspaper Press." It was in the hope that such an Anglo-American Press Conference as he had suggested—in it, of course, he included the self-governing Dominions of the British Crown—might promote that was fair and friendly between them, and prevent the risk of mischief-making, that was, of course, always apparent, and that they might still further purify and improve the atmosphere, as they tried to add the little he could to what he looked upon as the sacred cause of our national friendship. (Cheers.)

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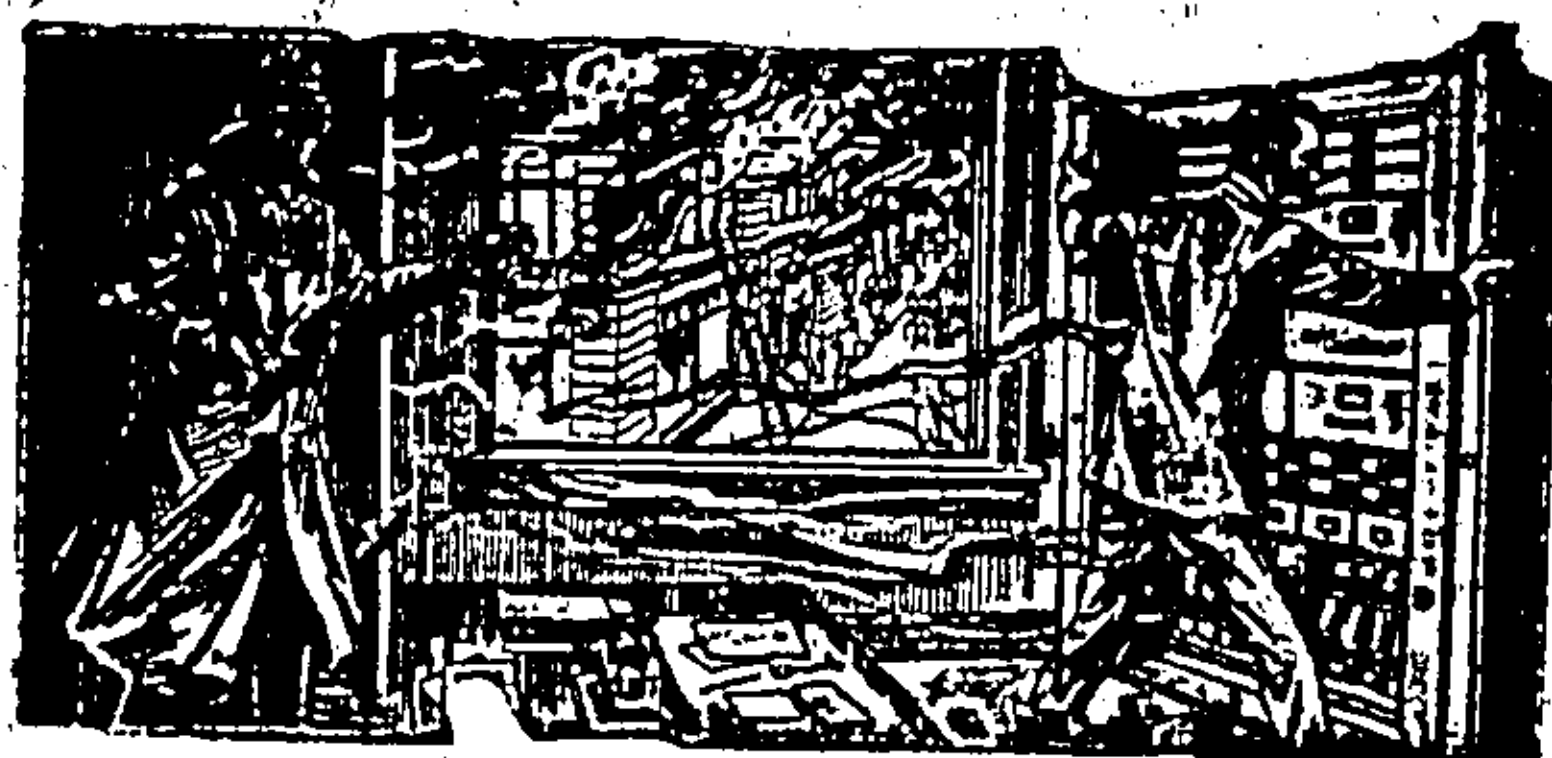
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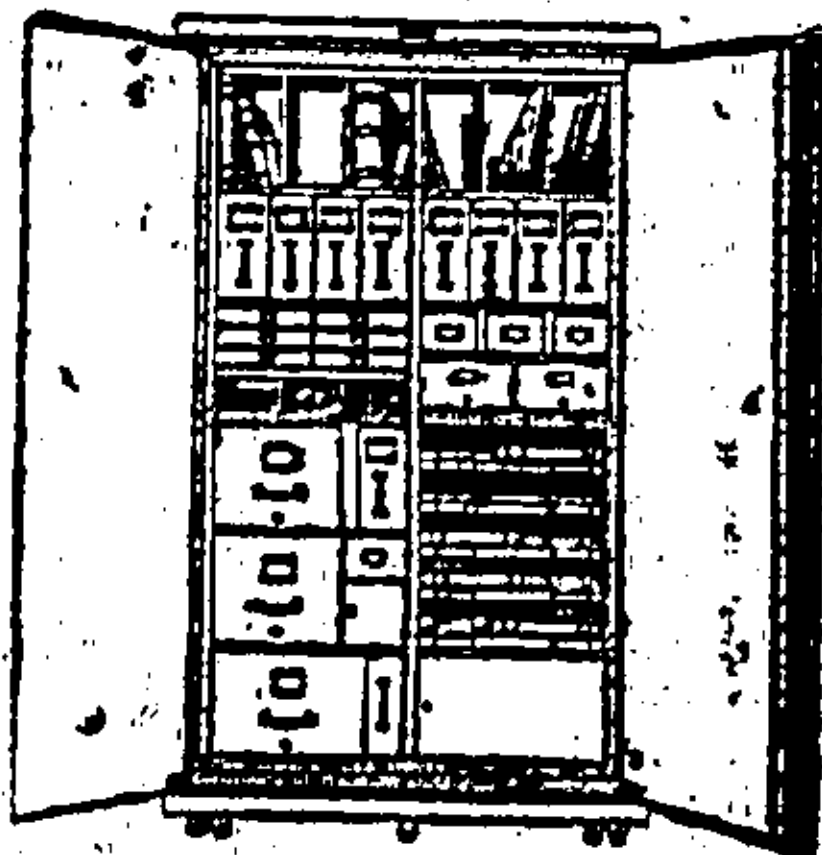
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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

Paris, June 12th.

Navy blue with red trimmings is somewhat of a feature just now. The red may be discreetly added in the form of piping, it may be in the form of embroidery, bands or circ ribbon, or it may be more daring and take the form of panels or a mixture that is frankly half blue and half red. Bright vermillion red is seen, and various shades ranging from the beautiful shade of Chinese lacquered red to cerise, cardinal and the scarlet of the hunting field. In fact, early signs look as though red is going to take the place of the jade and Veronese greens that have usurped the favour of popular opinion for so long.

The leaning towards Eastern embroideries has, no doubt, brought this about to some extent; also the favour bestowed on designs and colour schemes which have come to us by way of the Balkan States. In all of these, red figures to such a degree that the idea of utilising it more abundantly has probably suggested itself to creative minds in the dress-making world of Paris. Using it as a discreet method of trimming is undoubtedly only a means of accentuating their clients to a more lavish and whole-sale display, a display that will bring in its wake whole dresses and coats of red. At present, when used with intelligence and taste, red may be made the most effective of trimmings and provide a delightful note of relief to dark frocks. As well as being combined extensively with navy blue models, some designers are creating the plainest of black satin evening gowns and adding a cluster of red flowers or a single red rose at the waist or shoulder.

Another note that is steadily creeping into modern fashions is the pinafore frock. This is worn by very slim girls, or by women of what the French call a "certain age," providing they have a sufficient amount of grace to carry it off. It is a straight frock of "chemise" type and it buttons down the back with buttons placed as close to each other as possible. It is extremely plain and may be fashioned of any material. Just now they are being made in light serges and gabardines and worn over a satin slip, the pinafore overdress being made several inches shorter than the slip so that the satin falls below and provides a note of variety and decoration. Sleeves belonging to this type of frock are either of the short baby order, or else long and close-fitting. Buttons, braid or bands of black circ ribbon are chosen for trimming.

As well as red, there is a revival of the tango shade so popular a few years ago. Tango is to be seen on the latest creations, though not so frequently yet as red. A touch may appear at the waist-line as a lining to a hat or cloak, in the shade of a flower or mingling so as to predominate among the colours of an embroidery. Coq de roche, the "new" brick red shade which is by now more or less a past novelty, is still worn a great deal, a most favourite combination being a silk jersey in this shade worn with a cream skirt. Many hats borrow their charm from this warm colour, either entirely or for lining or trimming. Veils are rarely wholly in this shade, but frequently black silk wide-mesh of fillet veils are embroidered with bold designs in this colour.

There is a quite original novelty for sunshades. This consists in lining them with elegant silk linings, showing, as a rule, bright floral pattern. The methods of treating the lining is borrowed from the Japanese paper umbrellas. These are highly decorative, and very charming effects can be obtained by the blending of the shades chosen for top and lining. Cream or light tussore seems to be more favoured than brighter or darker shades, as both provide such an excellent foil for the gayest of linings. Raven blue ranks amongst what might be termed the "second favourites." The tiny sunshades that are so useful for shading off the sun whilst driving or motoring are being treated this way as well as those of normal size which the fair *little* of Paris take with them to the Bois, the races, or pack into their trunks bound for the Cote d'Azur. The handles are usually of ivory, carved or decorated, as they were during last season, the only difference being in the size; this season they are considerably less bulky and massive; in fact, the whole stick and ferrule show decided signs of returning very shortly to their normal slenderness. A point to remember when ordering one of the small morning sunshades is to see that there is a catch at the top joint so as to permit of the body being turned down at right angles to the stick, otherwise, your sunshades will be of no more use to you than a child's toy one.

In the near future, ribbon is to be the medium par excellence for trimming. This will figure on dresses just as much as on hats. Plain ribbon, pieced ribbon, satin, corded-moire and broadened ribbon will be looped, gathered, pleated and goffered on to gown and hat this season for their adornment. As well as their well-known varieties, there is a new type which is obviously the outcome of the circ ribbons and materials of the last few seasons. This is a lacquered ribbon, much resembling the "circ" but much stiffer and brighter. This will be used extensively on all models.

Next to ribbons for trimming will come lace, especially a new kind that has a glossy surface and is very decorative and graceful in effect. Evening gowns, particularly, will be lavishly trimmed with lace, the dominant note of all models being lace trains or panels and lace capes that will swathe in filmy mystery backs that are nude and only doubtfully fair. Lace scarves will come back into vogue and add a note of 18th century grace to the scheme of things, skirts opening over dainty lace under-skirts will revive that almost obsolete garment, the petticoat. The becoming lace hats and collars of last season will continue to be worn more than ever, and sunshades will also show touches of lace to match hat or gown. Even the (Continued at foot of next column.)

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THE Motorship

"GLENAMOX"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 3rd Aug., at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goldard & Douglas, on 3d Aug., at 10 a.m.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.

Hongkong, July 27th, 1921. [1247]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"KASHMIR"

Arrived Hongkong, on July 31st, 1921.

FROM LONDON, GIBRALTAR, MARSEILLE, PORT SAID, ADEN, BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Optional Goods will be landed here, unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goldard & Douglas, at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival, here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO. Agents.

Hongkong, July 31st, 1921. [1254]

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID, COLOMBO AND STRAITS.

THE Motor Vessel

"GLENADE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th Aug., at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goldard & Douglas, on the 6th Aug., at 10 a.m. Claims against the Steamer must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.

Hongkong, August 1st, 1921. [1273]

Help Nature to fortify against illness. The finest defence is HORLICK'S MALTED MILK, a thorough energizer. Brain and body food in powdered form. Poor blood, depression and all nervous ailments are overcome by taking HORLICK'S Malted Milk. Made in a moment by the addition of a little water, hot or cold. Of all Chemists and Grocers.

HORLICK'S MALTED MILK

HORLICK'S MALTED MILK CO. Slough, Bucks, Eng.

NOTICE TO CONSIGNEES.

The Steamship "CILICIA"
FROM TRIESTE, VENICE, BRINDISI, and STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th July.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Aug., will be subject to rent.

All claims against the steamer must be presented to the Underwritten on or before the 15th Aug., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Aug., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, July 30th, 1921. [1255]

NOTICE TO CONSIGNEES.

The Steamship "BOLTON CASTLE"
FROM NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th July.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Aug., will be subject to rent.

All claims against the steamer must be presented to the Underwritten on or before the 15th Aug., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Aug., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, July 30th, 1921. [1266]

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND

GENERAL BROKER.

No. 2, d'Aguiar Street, Telephone No. 2332.

WEEKLY AUCTIONS.

TUESDAYS:—

MISCELLANEOUS GOODS.

THURSDAYS:—

VALUABLE

HOUSEHOLD FURNITURE.

SATURDAYS:—

EXCELLENT

HOUSEHOLD FURNITURE.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"YATSHING"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 7th Aug., at 5 p.m., will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, August 1st, 1921. [1271]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM JAPAN & SHANGHAI.

THE Steamship

"KUMSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 8th Aug., at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, August 1st, 1921. [1272]

DAIRY FARM NEWS

FISH

FILLETS ... 80 cts. per lb.
HADDOCKS ... 70 cts. per lb.
KIPPERS ... 60 cts. per lb.
RED HERRINGS ... 80 cts. per lb.

CHEESE

GOUDA (Full Cream) ... \$1.25 per lb.
AUSTRALIAN CHEDDAR ... \$1.00 per lb.

THE DAIRY FARM, ICE & COLD STORAGE CO. L

DODWELL & CO., LIMITED.REGULAR SAILINGS TO NEW YORK & BOSTON
for NEW YORK via Suez.**LLOYD TRIESTINO.**TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA & DANUBE PORTS.
FIUME having been re-opened for traffic, cargo is also accepted for this port
on through Bills of Lading.FOR BRINDISI, VENICE & TRIESTE
via SINGAPORE, PENANG & COLOMBO.
S.S. "TRIESTE" ... sailing End of August.FOR SHANGHAI
S.S. "TRIESTE" ... sailing Middle of August.
Passengers' Luggage can be landed at the Office of the Agents.**NATAL LINE OF STEAMERS.**SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.
Through Bills of Lading issued from Hongkong.For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED,
Agents.**N. Y. K.****NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung,
Shanghai & Japan portsCargo to Overland Points U.S. in connection with Great Northern Northern Pacific
and Chicago, Milwaukee & St. Paul Railways.FUSHIMI MARU (omitting Manila) ... Tuesday, 23rd Aug., at 11 a.m.
KATORI MARU ... Friday, 9th Sept., at 11 a.m.
KASUMI MARU (omitting Manila) ... Tuesday, 4th Oct., at 11 a.m.LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said and Marseilles.YOKOHAMA MARU ... Thursday, 4th Aug., at 11 a.m.
KLEIST ... Sunday, 14th Aug., at 11 a.m.
MISHIMA MARU ... Friday, 19th Aug., at 11 a.m.
SAD MARU ... Friday, 2nd Sept., at 11 a.m.HAMBURG, MARSEILLES, LONDON & ROTTERDAM.
TOTTORI MARU ... Later half of August.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.AKI MARU ... Tuesday, 16th Aug., at 11 a.m.
TANGO MARU ... Tuesday, 20th Sept., at 11 a.m.
NIEKO MARU ... Tuesday, 18th Oct., at 11 a.m.

NEW YORK via PANAMA.

LYONS MARU ... Thursday, 18th Aug.

SOUTH AMERICAN PORTS via OAR, ... Thursday, 25th Aug.

KANAGAWA MARU ... Friday, 16th September

BOMBAY & COLOMBO via Singapore.

HAKATA MARU ... Monday, 8th Aug.

MORIOKA MARU ... Monday, 22nd Aug.

CALCUTTA & RANGOON via Singapore & Penang.

HAKODATE MARU ... Saturday, 6th Aug.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Friday, 19th Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NAGANO MARU ... Wednesday, 3rd Aug.

KITANO MARU ... Thursday, 4th Aug., at 11 a.m.

For further information apply to— **NIPPON YUSEN KAISHA**
Telephone Nos. 274 & 282. K. KAMEI, Manager**YAMASHITA KISEN KAISHA**
(THE YAMASHITA S.S. CO. LTD.)REGULAR FREIGHT & PASSENGER SERVICE
BETWEENKEELUNG, HONGKONG & HAIPHONG.
Sailing from Hongkong.

FOR HAIPHONG via Pakhoi

S.S. "HOZUI MARU" ... on or about 18th Aug.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 18th Aug.

For further particulars, please apply to— **M. KOBAYASHI,**
Agent.

Branch Office, No. 37, Bonham Street, West, Tel. No. 155.

Top Floor, King's Building, Tel. No. 140.

TRIPLE-ALLIANCE RIFT.
WHY STRIKE WAS CALLED OFF.

A report which throws new light on the events which led to the withdrawal of the Triple Alliance strike threat in April has been issued by the Executive Council of the National Transport Workers' Federation. Dealing with the position on Friday, April 16th, the date fixed for the beginning of the strike, the report says: "It was evident that the utmost uncertainty and indecision prevailed amongst the rank and file. Inside the ranks of the Miners' Federation there was a lack of cohesion and a want of that unanimity which was necessary if the other two sections were not to be jeopardised. With so small a majority for declining the Prime Minister's invitation that the return of the other members of their Executive Committee might reverse it—as it was reversed later—and with the fact that Mr. Hodges had actually tendered his resignation (though it was withdrawn later), it was clear that to take their decision or indecision as indicating the final word would be dangerous."

"One of the most regrettable features in connection with the whole of the crisis," proceeds the report, "was the desire on the part of the miners—warrantable in many respects, unreasonable in others—to consider their own affairs in their own way, oblivious of the effect of their own attitude upon the members of the other two organisations. We had endeavoured to induce the Miners' Federation to attend the conference and break again definitely with the Government if no other course was possible on the question of wages. This they refused to do. In their consideration for the attitude of their own members in the country they could and would make no allowance for the entirely different circumstances obtaining in the other two organisations. The Alliance never acted as one body. The three sections sat in different rooms as three different organisations, taking their own decisions, and yet were expected to keep intact to fight the organised power of the Government and the employers."

UNEMPLOYMENT IN GREAT BRITAIN.In reply to Mr. Robert Clough, M.P., who asked for the aggregate amounts distributed each week since January, 1921, in unemployment donation, Dr. Macnamara in the House of Commons gave the following information:—
The approximate aggregate amounts distributed each week from 1st January to 29th April, 1921, in out-of-work donation and unemployment benefit were as follows:

Week ending.	Amount.
17th January	671,400
14th January	733,700
21st January	738,200
28th January	778,800
4th February	775,600
11th February	838,800
18th February	862,800
25th February	840,400
4th March	935,200
11th March	1,149,200
18th March	1,242,800
25th March	1,239,800
1st April	1,232,000
8th April	1,434,000
15th April	1,587,800
22nd April	1,682,000
Total	£18,241,200

Of this total £14,340,800 was unemployment benefit, paid out of the Unemployment Fund, and £3,900,400 was out-of-work donation, paid out of the Exchequer.

Out-of-work donation has since 31st March been payable only to ex-Servicemen and women whose "original" policies have not expired. The weekly amount of out-of-work donation now expended is less than £25,000.

THE LEIPZIG FAROE.

SIX MONTHS FOR NEUMANN.

[FROM "THE TIMES" SPECIAL CORRESPONDENT.]

Leipzig, June 2nd.

The verdict in the third Leipzig trial, that of Corporal Robert Neumann, was pronounced this afternoon. The accused was found guilty on 11 counts of maltreatment of prisoners at Pommernsdorf (Pomerania) and of insulting behaviour, and was sentenced to six months' imprisonment. The four months of preliminary imprisonment are included in this term, and Neumann has, therefore, to serve a further two months.

The abandonment of the proceedings against Corporal Trinke, the ring-leader of the atrocities at Pommernsdorf, whose present whereabouts are unknown, and the manner in which the English evidence has been interpreted, have been greatly in the accused man's favour. It is, however, impossible for Englishmen to accept the Leipzig tribunal's conclusions as to the spirit underlying Neumann's actions. Taking their cue from the "experts" of the old school, the Bench went out of their way to pay a tribute to the dutifulness of this savage young Landsturm soldier whom they had just convicted of a long list of acts of brutality. If the maiming of defenceless prisoners, the incessant use of the rifle butt and of heavily-booted feet, the merciless thrashing of men recaptured after escape, the prodding of prisoners at work, the sheer delight in terrorism, and the insulting abuse of subordinates are the criterion of dutifulness of the German soldier, whether he be a general or a man in the Landsturm, it is deplorable that it should be in any way mitigated by the supreme tribunal which has otherwise maintained its dignity in the face of much hot-headedness.

**Amazing Results Laval New Skin Cure**

Does your baby suffer the burning itch, the terrible pain of eczema and other skin troubles? Here is instant relief. Just a few drops of Laval, the great new discovery, the potent liquid remedy for external use only, and all itching is gone. Can you imagine how it will feel—all itching, all pain, all irritation washed away in a single second? The demand for this remedy became tremendous as soon as it was introduced into the country, for it did not take long to realise that the Laval cure was effecting a permanent cure. Laval is a powerful potent liquid. It penetrates the skin, attacking the skin-disease germs which lie deep in the pores of the skin, and which are the root of the trouble. The very worst cases of skin disease, even open sores, weeping eczema, and even the most obstinate cases of the disease, are cured by the Laval cure. For all kinds of eczema, for skin diseases, for the treatment of the skin, for all eruptions of the skin or scalp. For sale at all chemist shops, druggists, etc. S. D. D. Company, 20 Kings Rd., Shanghai.

PARIS GARTERS

No Metal Can Touch You

are preferred throughout the world by the well bred and cultured gentleman because:

They are tailored to fit the leg gently and securely.

The patented PARIS rubber fastener holds the hose trimly without tearing.

They keep the hose up

and produce neat, trim looking ankles.

All metal parts are nickel-brass—perpetration cannot rust them.

Ask for the genuine PARIS Garters and take nothing else. Imitations, at any price, cost you too much.

4 STEIN & COMPANY

Makers—CHICAGO, U. S. A.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI & TIENTSIN via Swatow "CHOYSANG" ... Thurs. 4th Aug., 10 a.m.
STRAITS & CALCUTTA "KUMSANG" ... Thurs. 4th Aug., 3 p.m.
SHANGHAI via SWATOW "WAISHING" ... Fri. 5th Aug., Noon.
MANILA "LOONGSANG" ... Fri. 5th Aug., 3 p.m.
HAIPHONG via HOIHOW "LOKSANG" ... Tues. 9th Aug., 8 a.m.
BANGKOK via SWATOW "LEESANG" ... Tues. 9th Aug., 10 a.m.
SANDAKAN "HINSANG" ... Tues. 9th Aug., Noon.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers "HINSANG" and "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chaochow.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "KUMSANG" will be despatched on or about Thursday, 4th Aug., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS.

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS. CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENARIFFE"	21st Aug.	21st Aug.
M.V. "GLENARA"	4th Sept.	4th Sept.
M.V. "GLENAPP"	30th Sept.	30th Sept.
S.S. "CARNABYONSHIRE"	10th Oct.	10th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENADE"	2nd Sept.	GENOA, LONDON, ROTTERDAM & HAMBURG.
M.V. "GLENAMOY"	5th Sept.	GENOA, LONDON & ROTTERDAM.
M.V. "GLENARA"	25th Sept.	GENOA, ROTTERDAM, HAMBURG & HULL.
M.V. "GLENARIFFE"	28th Sept.	GLASGOW & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., AGENTS.**

Tel. No. 11 Feb. 5 or 23, and 2691.

Cable Address

Kawakisa, Kobe.

Bentley's A.B.C. 5th Ed.

and Scott's Codes.

Telephone: Sansammy

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KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWAKATSU

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 2,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 2,100 tons deadweight each.

Two steamers of about 2,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 23, BOND STREET.

SHIPPING NEWS.

ARRIVALS.

August 1st.
Chongming, British str., 2,244 tons, Capt. H. G. N. Walker, from Swatow, with a general cargo.—J.M. & Co.
Hermes, Dutch str., 2,313 tons, Capt. P. de Groot, from Shanghai, in ballast.—Asiatic Petroleum Co.
Kaifuku Maru, Japanese str., 1,969 tons, Capt. Hasai, from Wakamatsu, with coal.—Suzuki & Co.
Lushan Maru, Japanese str., 1,504 tons, Capt. T. Yasukawa, from Shanghai and Swatow, with a general cargo.—N.Y.K.
Mathura, British str., 3,057 tons, Capt. G. Hallard, from Singapore, with a general cargo.—C.P.O.S.
Shanghai, Chinese str., 297 tons, Capt. G. A. de Souza, from K. C. Wan, with a general cargo.—Po On S.S. Co.
 August 2nd.

Ecuador, American str., 5,544 tons, Capt. Thos. Fleming, from San Francisco, with a general cargo.—Pacific Mail S.S. Co.
Hsinning, British str., 1,595 tons, from Sandakan, with a general cargo.—J.M. & Co.
Hong Hwa, British str., 1,924 tons, Capt. A. Mackenzie, from Singapore, with a general cargo.—Seng Soon Hong.
Kohun Maru, Japanese str., 2,016 tons, Capt. N. Buroki, from Saigon, with a general cargo.—O.S.K.
Kuangshih, Chinese str., 1,336 tons, Capt. C. Stewart, from Canton, with a general cargo.—C.M.S.N. Co.
Nagano Maru, Japanese str., 2,307 tons, Capt. K. Tsukada, from Singapore, with a general cargo.—N.Y.K.
Suehow, British str., 1,594 tons, Capt. E. Monkman, from Shanghai and Amoy, with a general cargo.—B. & S.

CLEARANCES.

August 2nd.
Chenglu, for Swatow.
Gregory, for Saigon.
Hsinning, for Swatow.
Hong Hwa, for Amoy.
Kam Fing Fat, for K. C. Wan.
Kohun Maru, for Kobe.
Kueichow, for Canton.
Linan, for Hongkong.
Lushan Maru, for Canton.
Mathura, for Shanghai.
Nagano Maru, for Kobe.
Shanghai, for K. C. Wan.
Suehow, for Canton.
Suehow, for Amoy.
Suehow, for Shanghai.
Suehow, for Swatow.

STEAMERS' MOVEMENTS.

The E. & A. Co.'s s.s. *St. Albans* left Manila for this port on August 1st, a.m., with the outward Australian mails, and is due here to-day, 2 p.m.
 The P. & O. Co.'s s.s. *Dunera* left Singapore for Hongkong on August 1st, at 5 p.m., and is due here on August 6th about 6 p.m.
 The s.s. *Klipper* (Blue Funnel line) left Suez on July 27th for Hongkong, and is due here on August 26th.
 The s.s. *Zeus* (Blue Funnel line) from Pacific ports left Kobe on July 30th for Hongkong, and is due here on 9th inst.
 The R.M.S. *Empress of Russia* arrived at Yokohama on August 1st, left there the same evening, and is due at Hongkong on August 11th, at 8 a.m.
 The R.M.S. *Empress of Asia* arrived at Yokohama on July 29th, left there on July 30th, at noon, and is due at Vancouver on August 8th.
 The s.s. *Acornus* (Blue Funnel line) left Singapore on August 2nd, at daylight for Hongkong, and is due here on August 7th at daylight.
 The s.s. *Ningchow* (Blue Funnel line) left Singapore on August 2nd, at daylight for Hongkong, and is due here on August 7th at daylight.
 The T.K.K. s.s. *Taiyo Maru* arrived at Manila on August 1st and sails to-day being due at Hongkong on Friday, August 5th.
 The China mail s.s. *China* will arrive at this port from Singapore this afternoon.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

We beg to notify our Patrons that we have recently extended our Shipping and Forwarding Department and are now in a position to deal with the largest shipments to all parts of the world, and would point out the unique advantages we have for shipments handled by us, being a world organization with Offices at practically all principal Ports and Towns, all of which are capable of dealing with consignments large or small.

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 S.S. "SAMARANG MARU" ... sailing on or about 21st Aug.

FOR JAPAN.

Ports of call:—Mojji, Kobe, Osaka and Yokohama.
 S.S. "BORNEO MARU" ... sailing on or about 9th Aug.

For further particulars please apply to—

K. SUZUKI, Manager,
 No. 5, Queen's Road Central.

PASSENGERS.

ARRIVALS.

Per s.s. *Ecuador*, on August 2nd:—Mr. W. A. Bennett, Mrs. R. F. Bernard, Mr. T. Black, Mr. T. H. L. Brayfield, Mr. and Mrs. H. P. Erwin, Mr. F. S. Gaines, Mr. G. G. Griggs, Mr. A. J. Gillespie, Miss Helen Hest, Mr. F. H. Hyndman, Miss F. Hyndman, Mrs. W. D. Inman, Master W. Inman, Mrs. M. E. Lane, Miss D. Lane, Miss W. Lane, Mr. A. R. Lord, Lt. J. D. Moore, Mr. and Mrs. M. O. Perez, Mr. M. Porcuna, Mr. A. Rosales, Mr. H. D. Rolph, Mr. V. A. J. Rasmussen, Miss E. Rogers, Mr. J. Storer, Mr. T. Wallace, Mr. and Mrs. R. C. Wilson, Miss C. Wilson.

DEPARTURES.

Per T.K.K. s.s. *Pavia Maru*, on August 2nd:—Mr. J. M. Collins, Mr. and Mrs. N. de Man, Miss K. Marcovici, Mr. H. Pyner.

VESSELS EXPECTED.

Acornus (Blue Funnel), due August 8th.
Atrius (Blue Funnel line), due August 3rd.
Klipper (Blue Funnel), due August 21st.
Ecuador (P.M.), due August 3rd.
Empress of Russia, due August 11th.
Empress of Asia (Blue Funnel), due August 20th.
Kyushu Maru (Blue Funnel), due September 3rd.
Glaucus (Blue Funnel), due August 14th.
Hakodate Maru (N.Y.K.), from Japan, due August 6th.
Hakata Maru (N.Y.K.), from Japan, due August 7th.
Inaba Maru (N.Y.K.), due August 18th.
Kama Maru (N.Y.K.), due August 31st.
Kisano Maru (N.Y.K.), due August 3rd.
Montague, due August 11th.
Ningchow (Blue Funnel), due August 7th.
Proteus (Blue Funnel line), due August 14th.
Pyrhus (Blue Funnel), due September 5th.
Taiyo Maru (T.K.K.), due August 4th.
Taiyuan, from Australia, due August 20th.
Tango Maru (N.Y.K.), from Australia, due August 18th.
Yokohama Maru (N.Y.K.), from Japan, due August 3rd.

WEATHER REPORT.

August 2nd at 11.30.—Pressure has increased slightly over S.W. Japan, is nearly stationary at Shanghai, and has decreased slightly at other reporting stations. The northern depression is now central to the north of the Island Sea. Depressions have formed over S.W. China, and between Yap and Guam. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 68.56 inches against an average of 52.53 inches. The forecast for the 24 hours ending at noon to-day is as follows:—

FORECAST.

Hongkong to Gap Rock S.W. winds, moderate; fine at first, some rain later.
 Formosa Channel The same as No. 1.
 South coast of China between Formosa and Luzon The same as No. 1.
 Southern coast of China between Formosa and Luzon The same as No. 1.

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THE Steamship "DUNERA," Captain Walker, carrying His Majesty's Mails, will be despatched from this Port on or about FRIDAY, the 19th, August, 1921, taking Passengers and Cargo to the above Ports, and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamers proceeding direct to Marseilles and London. Parcels will be received at this Office until 3 p.m., the day before sailing. The contents and value of all packages are required. For further particulars apply to—
 MACKINNON, MACKENZIE & CO., Agents.
 Hongkong, July 14th, 1921. [1191]

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 S.S. "BORNEO MARU" ... sailing on or about 9th Aug.

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Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16
Monteagle	Aug. 23	Sept. 10	Melita	Sept. 23	Oct. 1
Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 30	Oct. 11	E. France	Oct. 18	Oct. 25
Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Monteagle	Oct. 26	Nov. 19	E. Britain	Nov. 26	Dec. 4

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STEAMERS	TONS	LEAVE HONGKONG
TAIYO MARU	32,000	Aug. 18th
SIBERIA MARU	30,000	Aug. 27th
TENYO MARU	32,000	Sept. 7th
KOREA MARU	30,000	Sept. 20th

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THROUGH BY TRANS-ANDREAS ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
GIRO MARU	16,500	Aug. 18th
ANYO MARU	16,500	Sept. 25th

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 To LOS ANGELES & SAN FRANCISCO (via SHANGHAI, JAPAN & HONOLULU) 30th Aug.
 "West Henshaw" ... 2nd Aug.
 "West Ison" ... 30th Aug.
 "West Jens" ... 30th Aug.
 * Also cargo accepted for transshipment at San Francisco and/or Seattle for weekly sailings to:
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TJITAROEM	JAVA	5th Aug.	11th Aug.	JAPAN
TJIKINI	JAVA	11th Aug.	18th Aug.	SHANGHAI
TJILIWONG	HONGKONG	8th Aug.	11th Aug.	BELOWAN-DHULU-JAVA
TJILEBOET	JAPAN	17th Aug.	20th Aug.	JAVA

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 "RADJA" ... Aug. ... AMSTERDAM & HAMBURG ... 6th Aug.
 "TJISONDAH" ... Sept. ... ROTTERDAM & HAMBURG ... 25th Sept.
 "ALDERAMIN" ... Oct. ... ROTTERDAM & HAMBURG ... 24th Oct.
 "BOERON" ... Nov. ... AMSTERDAM & HAMBURG ... 10th Nov.

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